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# Hongkong Daily Press.

ESTABLISHED 1857

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No. 16,183. 號三十八百二千六萬一第 日五廿月五年二統宣 HONGKONG, FRIDAY, JULY 1st, 1910. 五拜禮 號一月七年十一百九千一英港香 PRICE, \$3 PER MONTH.

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Hongkong, 29th April, 1908. [472]

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Hongkong, 27th January, 1910. [364]

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TERMS VERY MODERATE.

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Hongkong, 21st September, 1905. [432]

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12:00 Noon to 1:00 p.m. Every 10 minutes.

1:00 p.m. to 5:00 p.m. Every 15 minutes.

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[a27]

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First Aid to the Sick ... \$2.75

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[a30]

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CO-EFFICIENT 18/20.

The most Powerful Disinfectant in the World.

Guaranteed 18/20 times more effective than Pure Carbolic Acid under Government

Standard Test on Typhoid Germs. Certificate of Strength given to each buyer.

Non-Poisonous and Non-Irritant to Human and Animal life. Non-Corrosive.

One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water.

PRICES:

\$3.00 per 1 gall. Drum. \$12.50 per 5 gall. Drum. \$2.60 per 1 gall. in Bulk.

**Pearson's Saponified CRESOL**

PRICES:

Co-Efficient 10; \$1.95 per 1 gallon Drum.

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Ask other Manufacturers of Fluids for a Guarantee of the Germicidal Strength of their products

(as relation to Pure Carbolic Acid) under the Standard Test on Typhoid Germs, and then com-

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Properties and at the true value of a Genuine Disinfectant Fluid.

**DODWELL & CO., LTD.,** SOLE AGENTS for HONGKONG,

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[a113]

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Well Furnished Reception Rooms.

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Hongkong, 24th July, 1905. [a563]

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TELEGRAPHIC ADDRESS "COMFORT,"

Hongkong.

Hongkong, 16th April, 1910. [a542]

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Well Furnished Rooms, every home comfort

Fine View of the Harbour.

Telephone, No. 690.

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Hongkong, 4th December, 1907. [a36]

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THE Hotel is under European manage-

ment and most strict supervision as to

food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desiring for

a few days rest and quiet.

Comfortable accommodation for travellers

paying a visit to the historical and picturesque

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Macao is 40 miles south-west of Hongkong.

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[a215]

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SITUATED ON THE BRITISH CONCESSION

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The Daily Press.

HONGKONG, JULY 1st, 1910.

SOME remarkable figures relating to emigration from Great Britain have just been published by the Board of Trade. They are remarkable, in the first place, as showing the steady growth of the emigration movement during the last ten years, and, secondly, because they reveal an increasing preference on the part of the emigrant for the British Overseas Dominions. To give an idea of the development of the emigration movement from Great Britain it will suffice to mention that in ten years the annual number of persons emigrating has doubled, and in a decade nearly a million and a half have left the United Kingdom to seek their fortunes in other countries. The Board of Trade return further shows that in the decade 1890-9 the percentage of emigrants going to British Possessions was only 28, while in the succeeding decade the percentage rose to 53. For the year 1909 the figure was 59 per cent. A leading London journal interprets the development of the emigration movement as "a flight from free trade" and ascribes the growing preference of the emigrants for British Possessions to the wisdom of the Colonies in following the United States in the adoption of Protection. For our part we are inclined to ascribe both the increasing volume of emigration and the set of the tide in the direction of the British Colonies mainly to the advertising propaganda which has, of late years, been so actively and persistently conducted in the United Kingdom, notably by the

Governments of Canada and New South Wales. One can seldom come across a newspaper in Great Britain now which does not make a feature of news about the opportunities offering in the Overseas Dominions of the Crown, especially in Canada—there is probably not a labourer's cottage in the United Kingdom which has not been reached by the booklets of the emigration agent, in which some account is given of the vast tracts of territory which await development, of the manifold opportunities offering to men of small capital, and of the high wages which the farm labourer may earn. And, finally, there is the offer to take approved labourers and artisans to the Colonies for merely nominal sums. It is not surprising that active propaganda of this kind is fruitful of results in England. The deplorable part of the business for England is that this emigration represents not the riddance of a worthless and unemployable class of men, but the draining of the best skill and sinew of the land; for the Colonies offer no assistance or encouragement to the "wastor"; the aid they give is only to men whose characters will bear strict investigation. But while the growing stream of emigration from England is not without features which evoke regrets, it is distinctly satisfactory to learn from the returns that what is England's loss is, to a growing extent, the gain of British Colonies. No doubt the Free Trade policy of the United Kingdom has some bearing on the question, but if any proof were necessary that the real explanation of the development of the emigration movement lies in the active recruiting conducted by the Colonies, and notably by Canada, we have only to look at what is taking place in the United States. "During the last eleven months," says a dispatch from Toronto to the London Times, "85,498 immigrants have entered Canada from the United States. It is believed that, by the end of the fiscal year, the number will reach 100,000." In one day recently it was estimated that settlers passing through St. Paul to Canada represented a transfer of one million gold dollars in actual capital. The movement is arresting the attention of public men in the United States. The Denver Post, in a comment on the dispatch of the Toronto correspondent of the Times, quoted above, says: "This increasing migration of invaluable citizens to Canada is serious because it indicates our indifference to a condition that calls for a remedy; and because we cannot replace the 100,000 men who are going to Canada yearly by 300,000 of the kind who are now landing at Ellis Island." In the United States, as in Canada, there is abundance of room for settlers. As the Denver paper remarks, there are millions of acres of "exhausted" land in the East and the West that can be refertilised and made productive, and there are millions of acres of arid land in the Middle West that can be made productive under irrigation. Hence, there is a call for "national action" on the part of the United States to stop this drift into Canada. "The movement," says another paper, "has been gradual. It is not the result of accident. It is not a case where individual initiative has gone seeking fortune and adventure, until the trek of a few became the march of an army. It is the result of a definite, forethought scheme carried out by the Canadian Government with the object of not merely securing population, but of securing population of the best kind. For at least the last six years the Canadian Government has had agents in all the Western States, where farming is the chief industry. Those agents have done their work skilfully. They have offered good land; low taxes; honest laws; a national system of railroad regulation that took special care of the shipments of the producer; and the advice and assistance of a highly-organised Department of Agriculture. They have appealed particularly to the farmers of Minnesota and the Dakotas. Those farmers have sent their sons in thousands with money enough to make a start. Those young men have succeeded, and in many cases their fathers have followed them. It is a case of 'economic pressure' and scientific organisation." Free Trade may, as its opponents contend, be sending England to the dogs, but the only sound explanation of this immigration of the "skill and sinew" from Great Britain into Canada is to be found in the increasing advertisement which is being given to the opportunities awaiting the industrious settler there. Protection in the United States does not appear to make the settler contented with his lot, for the figures we have quoted show the American migration to Canada to be almost equal to the total emigration movement from England to all parts of the world.

The sixteenth case of plague was reported yesterday. It was fatal.

Lieutenant Charles W. Bockwith has been placed on the retired navy list at his own request, with the rank of commander, to date from June 4th.

There are now 10 British, 3 Chinese, 5 Japanese, 3 German and 2 French steamers on the regular run between Shanghai and Hankow, a journey which takes on an average four days up river and three days down.

Dispatches from Hankow state that the American gunboat Samar has left for Lohang, the British gunboat Bramble has left for down river and that the Japanese cruiser Akashi and gunboat Uji have left for Shanghai.

The policy of "China for the Chinese" is being followed with a vengeance at the Nanking Exhibition, says a Hankow paper. No exhibits are accepted, not even samples of bottled goods, unless they contain complete descriptive labels in Chinese.

Members of the Parsi Community will give an address to Sir H. N. Mody on Saturday at the Parsi Club and later will entertain him to dinner at the Hongkong Hotel. Several well-known English members of the Colony are also invited.

Sir Currimbhoy Ebrahim, who was created a Baronet on Friday last, is the senior partner of Messrs. Currimbhoy Ebrahim & Co., of Bombay and Calcutta, and E. Faber, of Hongkong, Shanghai and Kobe. Sir Currimbhoy Ebrahim is the first Mahomedan Baronet in the Bombay Presidency.

A boarding-house folk appeared before Mr. E. R. Hallifax at the Magistracy yesterday on a charge of selling opium at 157, Connaught Road. The offence was proved, and the defendant was ordered to pay a fine of \$50 or go to gaol for six weeks.

Fifteen gamblers, who were arrested while indulging in a game of European cards at 44, Square Street, appeared before Mr. J. R. Wood at the Magistracy yesterday charged with playing a game of chance. The two keepers of the game were fined \$50 each, eleven of the players were fined \$4, and two youthful players \$2 each.

The fund necessary for the construction of the Peking University was estimated at Tls. 4,000,000 originally, but after a long discussion reduced to Tls. 2,000,000. This will be appropriated from the Government Treasury in four instalments of Tls. 500,000 each. An engineer has been engaged at a salary of Tls. 400 per month for supervising the erection of the building. The plans have been completed. The first instalment of the fund was appropriated some time ago.

Three Indian watchmen appeared before Mr. E. R. Hallifax at the Magistracy yesterday on a charge of assaulting a countryman. From the story told his Worship it appears that complainant and defendants were engaged as watchmen at the King Edward Hotel. Complainant was of a different caste to his co-workers, and they sought to relieve him of his position and put one of their own caste in his stead. Complainant declined to resign, however, and the result was a quarrel in which considerable damage was done. The case was adjourned.

Shanghai papers are to hand with full reports of the interlopers polo matches. In the match between Hongkong and Shanghai the visitors showed much better combination throughout the match than the Shanghai men, and the latter—no doubt through lack of practice—missed a good many opportunities of scoring, their shooting at goal-mouth being very inaccurate. Dallas was far and away the best man in the Shanghai team, and next to him came McEuen, but neither Hayes nor Landale showed anything like good form. The Hongkong men all played well, and it is not necessary to mention them individually. Combination was the distinguishing feature of Hongkong's play with Tsingtau.

The other three natives who were charged with being accessories after the fact in connection with the recent trick larceny at West Point were sentenced by Mr. J. R. Wood at the Magistracy. Two of the offenders were sentenced to six months' imprisonment and four hours' stocks, while the third was sentenced to three months' gaol and four hours' stocks. The latter pleaded guilty to a further charge of stealing \$53 from a woman from Yamnati. On this charge he was sentenced to a further six months' imprisonment and four hours' stocks. The police consider this an important capture, as the four prisoners are said to have been the principals of a gang of tricksters who have carried out their operations in the Colony with considerable success for some time.

## COUNTY CRICKET TABLE.

The position of the clubs on June 6th was:—					
	P.	W.	D.	L.	Percentage
Kent	4	3	1	0	75.00
Gloucesters	3	2	0	1	66.66
Middlesex	3	2	0	1	66.66
Lancashire	7	4	3	0	57.14
Leicesters	2	1	1	0	50.00
Sussex	6	3	2	1	50.00
Hants	4	2	1	1	50.00
Yorkshire	7	3	4	0	28.57
Worcesters	3	1	2	0	33.33
Surrey	7	2	2	3	28.57
Notts	4	1	1	2	25.00
Derby	4	1	1	2	25.00
Northampton	6	1	1	4	16.66
Somerset	4	0	0	4	0.00
Warwick	5	0	3	2	0.00
Derby	7	0	2	5	0.00

## TELEGRAMS.

(Protected by the Telegraph Message Copyright Ordinance, 1894.)

[FROM THE "CHUNG NGOI SAN PO"]

## CHINA AND CONSTITUTIONAL GOVERNMENT.

PEKING, June 30th.

Recently a number of gentry in different Provinces memorialised the Throne praying for the immediate establishment of Constitutional Government.

An Imperial decree was issued declining this request.

The gentry then held a private meeting, at which it was decided to memorialise the Throne for the third and last time. If they met with another rebuff, they would then incite the people to refuse to pay any taxes.

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS"]

## THE POPE AND THE DECLARATION OATH.

LONDON, June 29th.

The Vatican, especially the Pope, is gratified at the terms of the new declaration to be made by the British Sovereign at coronation.

## AMERICAN FREIGHT RATES.

LONDON, June 29th.

A Washington message states that the Interstate Commerce Commission has decided in several important cases that the freight rates are unreasonable and excessive, and has prescribed reductions of twenty to thirty per cent. This is a severe blow to the numerous railways.

## THE OVERDUE LINER.

LONDON, June 29th.

No tidings have yet been received regarding the Austrian Lloyd's Eastern liner "Trieste," which is eight days overdue from Bombay.

Eight warships and other vessels have left Bombay and Aden in search of the steamer.

## THE OPIUM TRAFFIC.

LONDON, June 30th.

During the debate on the Colonial Estimates in the House of Commons, Mr. Theodore C. Taylor, M.P. for the South-East Division of Lancs, thanked the Government for the action it had taken with reference to the opium dens in Hongkong and the Straits Settlements, and he further asked it to register all existing opium smokers, but to refuse to register any more.

Colonel Seely said the Government remained unchanged in its views with regard to the opium traffic, and he was convinced that the small compensation necessary to end that traffic in Hongkong would not be grudged.

## AN ELECTION DECLARED VOID.

LONDON, June 30th.

The election which took place at East Kerry has been declared void on the ground of intimidation.

[FROM THE "N.C. DAILY NEWS"]

## COUNTY CRICKET.

LONDON, June 23rd.

The following are the results of the cricket matches played on June 20, 21 and 22:—  
Northamptonshire beat Yorkshire at Sheffield by five wickets; Surrey beat Lancashire at the Oval by seven wickets; and the match between Warwickshire and Derbyshire at Blackwell was drawn.  
[This is Lancashire's first defeat this season.]

## SUPREME COURT.

Thursday, June 30th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND  
(ACTING PUISSE JUDGE).

## A RECEIVER'S CLAIM.

Mr. J. H. Seth, receiver and manager of the A Dai firm, brought action against To Ki to recover \$220.64, being amount due to the A Dai for amount overdrawn by the defendant from the firm at the end of 1909, and one month's wages as damages for leaving the A Dai firm's employment.

Mr. Bulmer Johnson (of Messrs. Denny & Bowley) appeared for the plaintiff, and Mr. Christopher Wilson (of Messrs. Hastings & Hastings) appeared for the defendant.

Mr. Johnson stated that Mr. Wilson gave him notice of a special defence, but not in time. Mr. Wilson objected to Mr. Johnson adding Mr. Seth to the action without the leave of the Court.

Mr. Johnson said he had supplied his friend with particulars as far as he was able, but his friend had not given him proper notice. As long as two or three weeks ago the question of going back over several years for particulars was discussed, and Mr. Wilson must have known if he wanted to raise the defence of the statute of limitations he should have given notice.

His Lordship—Yes, twenty-four hours' notice. I can only take into consideration now the question of a postponement.

Mr. Wilson submitted his Lordship was entitled to take into consideration the question of illegality.

His Lordship thought the case had better go into Friday's list, as he knew nothing about the suit. He would reserve the question of costs.

Mr. Johnson—If my friend does not give me proper notice I am entitled to the costs of the day.

His Lordship—He says you have not given proper particulars.

Mr. Johnson—I submit what I have given my friend is ample for the purposes of this case. There are thousands and thousands of items.

Mr. Wilson—I want them for three years. Mr. Johnson—I have not got them.

His Lordship—I will put the case in Friday's list and reserve the question of costs.

## THE STORM.

The season of the dread typhoon has come round again, and the Colony has experienced a forebode of what may expect for some months to come. The signals indicating an approaching typhoon within 300 miles of the Colony went up early on Tuesday and warned the boating population to make for shelter. Soon the harbour was cleared of small craft, and so it remained all day yesterday. The typhoon, however, spared the Colony on this occasion, although the blow on Wednesday night and early on Thursday morning was an exceptionally strong one. All yesterday forenoon the city was swept by fitful and violent gusts of wind, and these were followed by torrential downpours of rain. In the afternoon the weather showed signs of improvement, the squalls occurring with less frequency while the showers of rain were considerably lighter. Last night, however, the signals warned residents that the typhoon was still within the 300 mile radius, and in some quarters fears were entertained that it would recur. The blow did little, if any, damage in the city, while the few shipping arrivals which entered the harbour yesterday, although they experienced rough weather, were fortunate enough to miss the typhoon by putting into shelter.

On Wednesday night the steamer San Ching left Canton at her usual hour of starting, but no news has been received here as to her whereabouts. It is expected that she has put into shelter somewhere. The S.S. Kinga Sei is fifteen hours overdue, and the steamer Hwangshien, which left Canton at 8 a.m. yesterday, has not yet arrived.

When the S.S. Fatsan left her wharf at four o'clock yesterday afternoon to make for shelter, her propeller got entangled with the chain of one of Messrs. Butterfield and Swire's lighters, and divers were at work for some four hours before the vessel was cleared.

All the five steamers running to the West River are overdue, and nothing has been heard of them last night. It is hoped that they and the other delayed steamers are in shelter somewhere along the route.

Yesterday all steamer communication with Macao ceased, owing to the threatening weather.

## PROPOSED JAPANESE ANTARCTIC EXPEDITION.

The New York Herald publishes the following telegram from Yokohama:—

"Lieutenant N. Shirato, of the Army Reserve, is organising a South Pole expedition, and hopes to embark in July or August on a 150-ton schooner with auxiliary steam power, carrying a crew of fifteen. The route he proposes to take is by way of King Edward, the South Bay, and thence by drift in the direction of the Pole. Fifteen Manchurian elagh ponies are being taken. Lieutenant Shirato is the sole survivor of Lieutenant Guntz's expedition to the Kurile Islands in 1893." Count Okuma, the Marquis Katsuma, and others are interested in the project, but the funds are not yet adequate."

## MR. ROOSEVELT ON THE WORLD'S PEACE.

Speaking to the members of the Institute of Journalists at London on June 6th, Mr. Roosevelt, pointing to Benjamin Franklin's composing stick, which was described as the "Biggest Stick," said I will give you an illustration about the Big Stick. The phrase came up in a speech I once made because certain gentlemen in Congress had been indulging in reflections of a not wholly amicable character upon foreign nations, including your own. They had opposed my policy of building up the United States Navy, being all ardent believers in a policy of peace and disarmament.

I took the opportunity of pointing out that policy pursued by a nation ought to be a policy which could be pursued by an individual, and I showed that we despise a nation just as we despise a man who submits to insult. What is true of a man ought to be true of a nation and every man in public life. Every publicist, every writer in the Press, should be especially careful to speak courteously of foreign nations. To abuse them and to attack them does no good to his own nation and no good to other nations. It tends to make them irritable and puts his own nation in a slightly ridiculous position. The proper course for nations to follow as outlined in the old proverb, "Speak softly, carry a big stick, and you will go far." (Laughter.) That was what I said in my speech. The whole emphasis of my speech was on being polite. (Renewed laughter.)

Next morning the newspapers all came out with the headline, "The President says 'Carry a big stick.' I never was able to get anyone to pay the slightest attention to the fact that I said emphatically and softly. (Laughter.) What I wished to instil into the minds of people was that they should be as polite as possible. The papers all followed up by comments on my "brutal character."

I pointed out that I really had some qualities of humanity. As a matter of fact, I believe that the man who has confidence in himself is very much less apt to wrong others, or to be a source of danger to others, than is the man who lacks a little confidence in himself and who would make up his mind as to whether he ought to fight or not. I want to say that the same thing applies to a nation. I want to see a nation keep itself in such a position of strength and self-confidence that it does not have to be over-tactful as to be frightened or slighted by other nations. It is pleasing to know that the relations between the United States and England have grown so much better, and I want to call your attention to the fact that they have steadily improved almost in proportion as the United States has grown stronger and less sensitive to what was said of it from the outside. I have always wished (addressing Mr. Dickens, I.C., who was sitting near the speaker), Mr. Dickens, that your illustrious father's book, "Martin Chuzzlewit," could be used as a tract among large sections of the American people. The moment that a people grows enough self-confidence that it feels sufficient sure of itself to be able to pass by the world which once drove it into a frenzy of rage, and people becomes not only a pleasant companion of itself, but a pleasant companion of the rest of the world.

I am quite serious in saying that, so far from the growth of power in the United States being a menace to England, the chances of trouble for England from the United States have diminished steadily in inverse proportion to the growth of the strength of the United States. I think most of those who speak in modern times of a tendency—I will not say more than a tendency—hitherto unknown in the world for Powers, as they grow more strong also to grow more careful of the rights of other nations—I will not say general, for there some times is an ob—there has been a tendency to growth in those tendencies which make for peace.

I believe that, on the whole, these tendencies have been strengthened by the growth in power of the great free people of the world. The nations in modern times are a tendency—I will not say more than a tendency—hitherto unknown in the world for Powers, as they grow more strong also to grow more careful of the rights of other nations—I will not say general, for there some times is an ob—but there has been a tendency to growth in those tendencies which make for peace.

But we are still a considerable distance from the Millennium. And what you see happening in one corner of the world will gradually have tendency to spread, and include every group of nations. (Here, here.) The association of the government in the relations among the English speaking peoples symbolises, I think, what will take place among all the civilised peoples in the future. (Cheers.)

The growth is necessarily slow, and an effort to hurry it too much may result in serious setback. We do not wish to try to so much that we fail to accomplish anything—(hear, hear)—but I do think that by keeping our eyes on the stars and your feet on the ground—in other words, by remembering that we must have a high ideal and seek to achieve it, we can do something of real value in bringing nearer the day when the good relations that now obtain between our two peoples will gradually obtain among all civilised nations of the world. (Loud cheers.) No one instrument will be as powerful in hastening or retarding the advancement of that day as the Press. Booklessness, mendacity, and sensationalism in speaking of the affairs of our country and the nations of the world are infinitely worse in speaking of the affairs of other peoples. I wish that every American newspaper and every English newspaper could have as a motto upon which to gild its editorial and news columns, not what I have alleged to have said, but what I really did say, "Speak softly, carry a big stick, and you will go far." (Loud and prolonged cheers.)

## NEWSPAPERS IN CHINA.

A step has been taken by the Chinese Government to provoke much criticism. The authorities have issued an order that the post office shall in future be closed to all newspapers coming from abroad which contain matter prejudicial to the preservation of law and order. It does not appear that newspapers which pass the censor will be taboed, but it is evident that they carry out this injunction effectively, all papers in China will have to be carefully censored, and to give effect to such a system is a somewhat difficult. Evidently the measure has been adopted for the purpose of checking sensational utterances by papers which are carried on by Chinese subjects in foreign countries. But it will be impossible to discriminate between the utterances of such journals and those of newspapers edited and published wholly by foreigners. Both sides and outside China there are journals which while belonging to the latter category, contain matter distinctly sections from the Chinese point of view. To these journals the facilities of the post office will obviously have to be denied, and in order to give practical effect to such restraint a large and competent staff of censors will have to be employed. It is not that a censored system has actually been carried into operation in an Occidental country, and may possibly succeed in China. But we are not prepared to give the principle of the censorship of Chinese matter ought to be prevented, we do not think there can be second opinion.—Japan Mail.

## LORD MILNER AND CROWN COLONIES.

Lord Milner gave an address on Crown Colonies to the members of the Liverpool Chamber of Commerce on June 6th.

He said:—I assure you I regarded it as a great honour to be asked to deliver an address to this Chamber of Commerce. Inasmuch as I am expected, and I desire, to be brief, it may seem rather presumptuous of me to choose for my subject one so vast as that of Crown Colonies; but I reflected that I should be addressing an audience, many of whom are familiar with that subject and its practical aspects, and therefore that might take many things for granted which before another audience it might have been necessary to explain at length. This Chamber has in recent years taken a great and growing, and a most praiseworthy interest, may I say, in the administration of our Crown Colonies, and especially in that of West Africa; and it is in Africa, East and West, as I need not tell you, that the most remarkable development of recent years has taken place—perhaps I should say some of the most remarkable developments, for it is not right that any one speaking of Crown Colonies should overlook the great work which has been done by a distinguished band of British administrators in the Straits Settlements and the Malay Peninsula generally. Still, no doubt it is in East, West, and Central Africa that the greatest development has taken place in recent years. Not only have our boundaries been immensely extended, but there has been an even more remarkable expansion in our ideas as to the possibilities of these great territories and of our duties in regard to them. I may only refer in this connection to the establishment, first in London and then in Liverpool, of the Schools of Tropical Medicine, institutions which I believe are destined to bestow the greatest benefit not only on our tropical possessions, but, I hope, on all mankind. (Hear, hear.) I am far from saying that there is such a general interest in the Crown Colonies as we should wish to see, or that there is anything like an adequate appreciation on the part of the public generally of their vast extent or of their still vaster possibilities. But there is at any rate a great change for the better in our attitude in regard to them, a more progressive and liberal policy and a growing tendency to regard them, not as isolated and unimportant adjuncts of our Imperial heritage, but as destined to play a very essential part in its development as a whole.

## A SELF-SUPPLYING EMPIRE.

One idea especially in regard to them is, I think, as new as the pigmy. It dates with a great deal of which will in time come to be regarded as epoch-making from the great Colonial administration of Mr. Chamberlain. (Hear, hear.) I refer to the conception of our Crown Colonies as complementary and indispensable to the other parts of the Empire from the point of view. What appeals to many people who have no sentimental interest in the British Empire, a weakness to which I confess myself, is that an American friend of mine described as the conception of it as a business proposition. It seemed to him a very good business proposition, principally because there was hardly anything wanted by one part of it which some other part did not or could not supply. It was the self-supplying aspect of the Empire as a whole which appealed to him, as I think it will appeal more and more to all of us the more we think about it. (Hear, hear.) In this aspect of the Empire the Crown Colonies have a very distinctive and very necessary role, differing as they do in many respects from one another. They are all, broadly speaking, countries of the tropical or sub-tropical zone; the self-governing parts of the Empire, of course, including the United Kingdom itself, are all, on the other hand, again broadly speaking, countries of the temperate zone, and they also are all countries which either have or which will have great industrial development. Most of the industries of the self-governing portions of the Empire—their present or future industries—are primarily dependent, and some of the chief of them are wholly dependent—and this is certainly true of the United Kingdom itself—upon the products of tropical or sub-tropical zones. It is no small advantage at any time, and may under given circumstances be vital, for a great industrial country to have the raw material upon which its principal industries depend produced within those regions under its own control. (Hear, hear.)

## THE DISTRIBUTION OF INDUSTRIES.

That consideration, I would beg you to observe, is more important in the present, and is likely to become more important in the future, than it has been in the past, and that because of the altered distribution of industries throughout the world. There are many forms of manufacture which at one time were confined to a single country or to one or two countries, but which have now become common to a much greater number. Each of these countries, looking in the first instance to supply its own market, there is a general desire all round to do that, and consequently there is much greater competition for raw material, as we all see at the present time in the case of rubber and of cotton. You may be sure the countries which command the supply of the raw materials within their own jurisdiction will take very great care to supply their own requirements before they think of their neighbours. (Hear, hear.)

NATURAL RESOURCES OF CROWN COLONIES.

Therefore it is a matter of singular importance that we have within our own Empire in India and also in the Crown Colonies lands capable of supplying those natural products upon which there is in the future, to use the common expression, likely to be the greatest demand. India, doubtless, occupies a foremost position in this respect, although it must be remembered—and this greatly qualifies her importance from this point of view—India herself is becoming an increasingly industrial country, but the Crown Colonies, including Protectorates such as East Africa, Northern Rhodesia, the Federated Malay States, and, last but not least, the Sudan, are already immensely important from the point of view to which I have called your attention, and they are destined to be very much more important in future years. (Hear, hear.) They are enormous in extent, they are lands of immense fertility, not in all parts of them but over great portions, and we have so far only scratched the surface of their natural resources. Interest in them is at present almost wholly confined to the United Kingdom itself, but the interest taken in them by other portions of the Empire, the self-governing portions of it, is bound to grow. Conspicuous among these would be, especially with the constantly growing rapidity of means of communication, Canada cannot be indifferent to the future of the West Indies, of South Africa to the future of Barbados and of Nyassaland, or Australia to the future of the Islands of the Southern Pacific and to the States of the Malay Peninsula. But there is a more potent influence than any of these which will fall in the coming years. The greater the industrial development of the self-governing Dominions other than the British Empire, the greater must be the attention which they will devote to great countries under the British flag rich in natural products, which are vital to the industries of the countries of the temperate zone. From that point of view it may be that the common interest of the self-governing portions of the Empire in the

Crown Colonies will become one of the strongest links between the self-governing Dominions and the Mother Country, and between the self-governing Dominions among themselves. The perception of the great actual and the greater potential value of the Crown Colonies in the economic sphere has, I think, been the principal cause of the great change of policy with regard to them, and our stepmotherly neglect of these Colonies in the past has been, I think, one of the least honourable pages in our history. (Hear, hear.)

## THE PAST AND PRESENT VIEW.

As acquirers of overseas possessions we have been remarkably successful. No doubt that is due to the fact of our long-continued, unquestioned supremacy upon the ocean. As governors of their native populations we have, at any rate since the abolition of the slave trade, held a fairly high record in humanity; but in respect of their development we have been extraordinarily unenterprising. Our neglect, lines, especially our governmental neglect, has become a byword. I think it has been due less to meanness than to want of imagination. For centuries we have confined ourselves to the islands and the coast strips, and have seen nothing in the Crown Colonies but opportunities of trade, a very valuable trade certainly in many cases, but trade restricted to the comparatively limited number of products which they could easily produce in their raw state without any substantial assistance from our capital or our science. No doubt there is an important exception to that in the past in the sugar industry of the West Indian Islands; but I do not know that, taking it as a whole, we have any very great reason to be proud of the history of our work in the Crown Colonies. But of late years there has been a remarkable awakening as to the possibilities of what has been called our great undeveloped estate. This centre of interest has shifted from the coast strips to the great interior territories, and in place of the maintenance of a few punitive trading stations we now see the beginning of a policy which aims, with European capital and by European science, at the development of these great territories, countries productive of the most valuable products of the earth in enormous quantities. Millions have been spent and are being spent upon railways in East Africa north of the Zambesi, in West Africa, and in the Sudan railways. Well, though it is said to-day of some of them that they do not pay for their axle grease—(laughter)—I think in time and with the growth of population under conditions of peace and orderly government and of sanitary science they will be able to deal with the traffic they will be called upon to carry. (Hear, hear.) I know there will be mistakes, that many enterprises will fail and that there will be loss of life and treasure; but the possibilities are so many and so various, the untapped resources of these great countries are so vast, that the experiments which will succeed will more than compensate for all the failures, and the ultimate reward of persistent energy will be something far greater than the boldest of us dream of to-day. (Cheers.)

## AN ERA OF ORGANIZATION.

In conclusion let me say that I think the time has come when, in view of the greatness of our stake and of our responsibility in this undeveloped State which has grown with such amazing rapidity, there is a call for more serious and systematic study of the conditions with which we have to deal and for a more highly trained expert administration. We have arrived at the end of the process of mere physical expansion; we cannot push our borders very much further forward, in the centre of Africa, for instance, for the very good reason that we already march with the borders of other people. The era of expansion is over, the era of organization is only just beginning. We do not want more territory; in truth, it would not be good for us. We have an enormous work before us in making the best of the territory that we already possess. (Cheers.) Despite all the moral interest excited in our Empire and even in the Crown Colonies, the least regarded though not the least important portion of it, no one can say we really yet realize the extent or the importance of the subject. Nothing strikes me more constantly in what I may call the misdirection of national energy than the extraordinary contrast between the amount of time and labour and ingenuity, and, I may add, temper, which is expended on the one hand upon the political questions connected with the peaceful lack of thought and energy devoted to even the biggest problems of Empire, and especially to the biggest problems of our Crown Colonies. (Hear, hear.) How many writers on political subjects are there who are devoting themselves to anything like a thorough study of the administration of our tropical Dependencies? It is a big subject; it is based on important principles, like any other branch of administration, but yet a small library I might say, one which has not even been done on the subject. Some of that work is perfectly excellent, though it is comparatively little regarded. As yet only a small portion of the field has been covered. Such work, like all scientific work, naturally appeals only to a limited class. It will only have a few readers, though it is of the utmost value to the specialist. It does not pay. We have not yet soared to the conception that the country should pay for what is essential to the training of the men who are to govern its agents in its vast territories of which I have been speaking. Indeed, we have not any organized service as yet, no fully organized service at all such as we have and are proud of in India. It is a very great credit that a beginning of such a service has been made in the Anglo-Egyptian Sudan, but there is room for a great deal more to be done in that direction. (Hear, hear.) I am afraid the prospects we hold out are not sufficient to attract men of necessary quality, although I am glad to think that we have had some very good men in our Colonial service, and, everything considered, the results of our administration have been better than might have been expected from the haphazard methods of selection. I suppose it is a question of money, and though we are so much more liberal than we used to be, I do not think we are as yet anything like liberal enough in the conception of what is needed for the equipment of an undeveloped country and in realizing how much you must spend without immediate return if you are going to make a real success of it in the long run. The first plant of civilization, if I may use a technical expression, is immensely costly in these new countries, and yet it is no use being miserly about it.

## SOUTH AFRICA IN THE MAKING.

I speak to you from experience. The biggest bit of Crown Colony experiment in our time was done in the new South African Colonies immediately after the war. They were only temporarily Crown Colonies. We knew that they belonged essentially to colonies of the self-governing class by virtue of its temperate climate and the European population. There was never any question that they had ultimately to take their place among the self-governing Dominions of the Empire. There was a brief but necessary period of Crown Colony administration, and during that time we drove the machine ahead at a most tremendous pace. I know we were often attacked for our extravagance. I myself was looked at askance even by my friends because of what were considered my expensive fads—experimental farms,

bacteriological laboratories, afforestation, and bringing men of science, men of high abilities, from distant parts of the world to give a new impetus to agriculture. Many people used to laugh at the idea of the Transvaal ever becoming a serious agricultural proposition. I do not think they do in these days. (Hear, hear.) But I am afraid to reveal to you the full extent of my hobby in those directions, my hobby against the old doctrine that it is the business of a Government to keep the peace and prevent people breaking one another's heads, and to have all the rest to private enterprise. (Hear, hear, and laughter.) That may be a very good plan in old and wealthy countries, but it is absolutely fatal, it absolutely kills the chances of any rapid development in a new country which is totally devoid of what you may call the necessary equipment of civilization. It is only public effort and public money which can give it that necessary equipment. (Hear, hear.)

I will not spoil your appetite for lunch by opening up a fresh vista of great public expenditure. I must only thank you for the patience with which you have listened to these necessarily rather general and, some of you may think, somewhat superficial remarks, and to express my hope that you will persist as a Chamber in your excellent efforts to keep up Governments of whatever party in respect of their duty to the importance of the Crown Colonies of the Empire. (Loud cheers.)

## HERR DEHNBERG.

It is semi-officially announced, that the Colonial Secretary, Herr Dernburg, tendered his resignation last month to the Kaiser. The announcement says nothing about acceptance of the resignation, but it is mentioned by the *Berliner Tageblatt* that Herr Dernburg took fourteen days' leave of absence on May 15, and has not since appeared at the Colonial Office. The *Tageblatt* adds that the reason for Herr Dernburg's action is to be sought in the fact that his political views are at variance with those of the Government and "the Empire," meaning, of course, the Kaiser. Herr Dernburg's appointment to the German Imperial Colonial Secretaryship rather more than three years ago created much interest, for more than one reason. In the first place, he came to the head of the Colonial Office immediately after it had been elevated to the rank of an independent Ministry from its former position as a mere department of the Foreign Office. In 1907 public and parliamentary irritation over the obvious mismanagement of Germany's colonial affairs had reached its height, and various scandals had given rise to angry debates in the Reichstag and to scathing criticism in the Press of all parties. Still more important than the change of policy which the establishment of a separate Colonial Office indicated was the personality of the man selected as Minister. For the first time the Emperor went outside the ranks of those aristocratic classes from which hitherto the holders of high Ministerial offices had been recruited, and chose as his Colonial Secretary a gentleman who had made his mark entirely in commerce and industry. Herr Dernburg, who is the son of Herr Friedrich Dernburg, a well-known journalist, and is in his 46th year, had had a distinguished career in the banking world, but had no connection with official life. He is essentially a man of the middle class, who down to the present have been rigorously excluded from the work of governing, and his position has been likened to that of Mr. Chamberlain, with whose name and broad-minded Imperialism the views of Herr Dernburg have much in common. Naturally, it is appointment caused a good deal of heartburning in those circles which had expected to see the new Minister chosen from their midst, but it is certain that the Kaiser's wisdom in placing Herr Dernburg at the head of his Colonial Office has been fully vindicated by results. In most respects the German Colonial administration has been purged of those errors and scandals that had made it a byword in the Fatherland. The rigid, unfeeling, semi-military rule which prevailed until 1907 has been replaced by a more sensible and businesslike régime, genuine efforts are now made to attract settlers, the system of dealing with the natives has been modified, and generally speaking the whole aspect of government has been reformed. It is even yet a long way from perfection, but for the change that has taken place most of the credit should be awarded to Herr Dernburg, who not only visited the German colonies personally, but also made stays of some duration in our own African territories in order to find out the secret of British success in ruling tropical lands. His departure from the Colonial Office cannot fail to be a real misfortune to his country, which, in spite of great sacrifices, has not obtained from her overseas dominions the benefits that she had the right to anticipate.

## EARTHQUAKE SHOCK IN SOUTHERN ITALY.

Early on the morning of June 7th a severe earthquake occurred in the Province of Avellino, the home of the ancient Hirpini. Avellino, the capital of the Province, is situated some 28 miles east by north of Naples. The shock was felt most severely in the towns of Calitri and Calabritto and the village of Santa Rossa. Twenty deaths have so far been reported, but it is feared that the casualties will prove more numerous. No serious earthquake had occurred in this neighbourhood since the time of the destroyed, which is some 45 miles farther east, in 1861. The Prime Minister, Signor Luzzatti, on receipt of the news, immediately telegraphed £2,000 to the local authorities. The shock was felt in Naples and other places in the south, but though causing great alarm, occasioned no damage. The King and Queen, accompanied by Signor Sacchi, the Minister of Public Works, and Dr. Bassoli, the minister of agriculture, left at two o'clock for the scene of the disaster. The people of Calitri attribute the earthquake to the presence of American missionaries, who have had to be saved from the fury of the crowd by the police. Signor Luzzatti stated in the Chamber this afternoon that no deaths had occurred outside the Province of Avellino, and he estimated the number of deaths there at thirty. A bill authorizing a grant of £2,000 was presented to Parliament. The Pope has ordered the Bishop of Avellino to render every possible service to the sufferers.

## LATEST STEAMER MOVEMENTS.

The cargo of Silk shipped on board the M.M. str. *Australia*, which left this port on the 24th May, was delivered in Lyons on the 28th ult. The C.P.R. Co.'s str. *Empress of China* arrived at Negasaki at 7.30 a.m. on the 30th ult., and left again at 2 p.m. same day for Kobe, where she is due to arrive at 6 p.m. on the 1st inst. The I.G.M. str. *Derfflinger*, which left here on the 1st ult., arrived at Genoa on the 29th ult. at 5 a.m.

## THE SETTLEMENT IN SHANGHAI.

Barely, if ever, in the annals of the history of the Shanghai Share Market has it been so sorely tried as it will be next week, and it is the devout wish of all, says *Capital and Commerce* of June 24th, that the resultant evils will be reducible to a minimum. Although not an inappreciable amount of business was done in a number of the usual stocks, the course of business so far as it pertains to them will follow the normal course; and all interest, therefore, is centred in the rubber shares. The "boom" has worked itself to death, and nobody who has the interest of the trade of the Far East and prosperity at heart need to sorry for it. On several occasions, we have unreluctantly pointed out the harm it was working. Our trade has been asphyxiated to the very verge of death, and should now be thankful that the period of its strangulation is after all at an end; and with the administration of efficacious restoratives it should revive to a state of activity which should have been its portion but for the death-grip of the rubber-gamble.

It is needless for us to repeat that we have great hopes of the success of the industry, which has been newly introduced into Shanghai to an extent undreamt of by any business-man in the Far East; and as to how we should best safeguard our interests, and that of the hundreds of Chinese shareholders who have unhesitatingly committed their wealth to the care of the foreigner, we shall refer to elsewhere. Already we have more wealth invested in a single industry than in all the healthy for the body politic of trade. No sign of it is needed that the fact that the public are taking listlessly to new propositions. As it happens, the new propositions are rarely worth the attention that some of the old propositions deserved. The impudency of the promoter, however, has no bounds; and, even when the generosity of the vendor of the Tondjong (taking him to "give") has prevailed upon him to "give" 22,000,000 for the 2,500,000 (taking him to 250,000 in cash), the public are in a mood to treat his proffered generosity with contempt, and ask him to keep such a nice property for himself, or offer it to people less ungenerous and willing to part with their money more easily than themselves. We should thank our stars that there is a surfeit of rubber promotions in Shanghai, or else the above-mentioned man would be the best of all schemers as good would victimize the public at the top of the delirious swing of rubber mania.

But, what of the present? We have recklessly gambled, and the day of long-awaited correction has come, in spite of Micawberian hopes of "something turning up" to the very last minute. The extent of the crisis can easily be seen from the under-mentioned table which shows the depreciation in value of some of our principal shares during four periods between March 31 and June 29—

	March 31	April 21	May 12	June 29
Dominions	44 sales 32 sales 31 sales 28 sales			
Almas	40 sales 31 sales 28 sales 17 sales			
Kroonweide	50 sales 42 sales 38 sales 20 sales			
Champedeak	48 sales 43 sales 38 sales 33 sales			
Javas	40 sales 38 sales 37 sales 31 sales			
Tobacco	45 sales 40 sales 38 sales 32 sales			
Pongelans	53 sales 50 sales 41 sales 40 sales			
Talangs	25 sales 18 sales 14 sales 11 sales			
Semamban	25 sales 23 sales 18 sales 13 sales			
Ayer	40 sales 35 sales 32 sales 28 sales			
Karant	35 sales 25 sales 18 sales 12 sales			
Anglo-Java	38 sales 23 sales 18 sales 16 sales			
Butes	22 sales 18 sales 16 sales 14 sales			
See Koon	24 sales 21 sales 15 sales 14 sales			
Malaya	14 sales 8 sales 4 sales 4 sales			

There is no doubt that the promoters of rubber companies have without exception made the best of the situation, except in the case of those who came too late in the day. The manipulations of the market to keep up the prices as high as possible, by not a few of them, may have no other justification. But one has to take things as they are, and it is well known that such manipulations are with a "boom" there is little use in the public, the brokers or the promoters cursing each other, as being responsible for the situation. All of them entered into this game of chance with eyes wide open, and in all such games the losers will be the many, and the lucky few, Philanthropy is no part of any business programme, and the wild-cat schemes now proposed to relieve the detente are only practicable in a Utopian Society.

As happens it is the small speculator that thought more than he could hold—in the hope of prices rising further and selling at a profit—that is hard hit. He was the worst gambler of all; and now he has proved himself the best dupe. He was the most sensitive, in any subject connected with the prospects of the industry or the share market; and he deserves very little sympathy. For those who bought only just as much as they could hold the best advice is to stick to the shares. The "boom" is dead, and prices probably will never rise to their former level; but as investments they ought to prove valuable, except in one or two instances when certain shares fetched "mad" prices for a few days.

In spite of the disorganization which may result from the settlement of next week, it is very welcome as the only agency which will purge the market of the excesses, and let our trade follow a normal and healthy course.

## THE KING AND MR. CHAMBERLAIN.

A VISIT FROM HIS MAJESTY.

The King paid a visit to Mr. Chamberlain at his London residence on Saturday afternoon June 4th, and remained to tea. His Majesty, attended by the Hon. Derek Keppel, drove from Marlborough House and arrived at 40, Princes-gardens, at half-past four o'clock. Mr. Chamberlain was not sufficiently well to meet His Majesty at the door, and Mr. Wilson, his private secretary, received the King on his behalf. His Majesty remained just over an hour.

On the conclusion of the visit Mr. Wilson conducted His Majesty to his carriage. A considerable number of people, attracted by the presence of the Royal carriage, had assembled, and respectfully saluted the King as he drove away. The King, the Press Association understands, found Mr. Chamberlain in somewhat better health as the result of his stay at Cannes. King Edward displayed love and sympathy in Mr. Chamberlain's recovery after his severe illness and visited the distinguished statesman shortly before his last journey to Biarritz. After his last official visit to Birmingham King Edward sent a telegram to Mr. Chamberlain, offering him birthday congratulations, expressing regret that he had not met him at the Birmingham coronation, and saying he hoped the state of Mr. Chamberlain's health would so improve as to permit of his return to public life. Mr. Chamberlain was abroad when King Edward died, but Mrs. Chamberlain and he sent an orchid wreath to Windsor for the funeral in token of their respect and deep regret.

Mr. Chamberlain is shortly going to Highbury, but the date of his departure from London is not yet fixed. Among recent callers was Mr. Roosevelt, who visited Princes-gardens on Friday and spent three-quarters of an hour in Mr. Chamberlain's company.

## THE PEKIN SYNDICATE.

## RE-ARRANGEMENT SCHEME CARRIED.

An extraordinary general meeting of the Pekin Syndicate (Limited) will be held at the Cannon-street Hotel, on June 6th, under the chairmanship of Sir Richard Davis-Aubrey, for the purpose of considering a number of resolutions concerning the re-arrangement of the interests of the three classes of shareholders.

An explanatory circular stated that the scheme of re-arrangement was as follows:—

- (1) The rights in the profits of the company conferred by the articles of association upon the Shansi shares of the company to be extinguished, and in lieu thereof the Shansi shares to confer upon the holders in proportion to the amounts paid or credited as paid upon the Shansi shares held by them respectively, the right to have distributed among them in each year 10 per cent. of the profits and one-half of the remainder of such profits until such time as the moneys paid in respect of such 10 per cent. of the profits of the company shall amount to the sum of £1 per share upon the Shansi shares.
- (2) The rights in the profits of the company conferred by the memorandum and articles of association upon the ordinary and deferred shares of the company respectively to be extinguished and subject to the rights in the profits of the company conferred upon the holders of the Shansi shares the whole of the profits to be distributed by way of dividend among the holders of the ordinary shares *pari passu*, and in proportion to the amounts paid upon the ordinary shares held by them respectively until such time as the dividends paid upon the ordinary shares shall be equal in amount to the nominal amount of the ordinary shares for the time being issued.

## "A SPLENDID BUSINESS."

In moving the resolutions the Chairman said:—This is the first occasion that the new Board have had the pleasure of meeting the shareholders, and they take this opportunity of saying that they will spare no energies to make the Pekin Syndicate the success it ought to be. Your directors, who came into office so late as February last, gave the question of the possible unification of shares their first consideration, being convinced that the shareholders would wish an immediate expression of their opinion as to the best means for settling the somewhat divergent interests of the three classes of shareholders. Actual unification of the shares presented no small difficulties, indeed, I might say impossibilities, that it was decided not to attempt any arrangements on this principle, and your directors turned their attention to a simpler and less expensive plan, aptly described, I think, by the term reconciliation. The result of their deliberations is now before you, and is submitted for your acquiescence and sanction. As will be seen, it is based upon the principle of "give and take." There will be unification, but one of profits and interests, and not of shares. The circular letter of the 23rd May and its accompanying memorandum will have put you in full possession of the proposals of the board. Briefly, there will be only one till in the Pekin Syndicate; there will be a common interest in all profits, and thus the Shansi shareholders will participate in all the share capital of the company. The only alteration of the share capital of the company that is proposed in the ordinary shares, it is recommended that each share of the nominal value of £1 should be split into 10 shares of 2s. each, one vote for each share being given. Should the arrangements be approved, a profit and loss account will be prepared—and it is in course of preparation—and a general meeting will be held to receive it, and to discuss any point in the company's working that the shareholders may wish to raise. After this meeting there will be separate meetings of the Shansi and the Ordinary and Deferred holders of shares, thus carrying out the order of the High Court of Justice. This is an extraordinary meeting, and questions on ordinary business do not arise, but I feel sure you would like to put the question: "Well, you have now seen the innerworking of the company. What do you think of our business?" Gentlemen, you have a splendid business, and a sound commercial one. Everything converges here; if it is pushed as it should be, and will be, substantial profits will follow. We have sent a special representative to China to settle certain pressing questions as to the sale of coal and other matters, and to negotiate with the authorities in relation to the iron ore. He is accompanied by an expert, who will investigate all matters appertaining to engineering and exploitation of the mines, the choosing of sites for additional shafts, and the manufacture of iron and steel. You may rely upon it that we shall have no stone thrown to push our business for all its worth.

The Chairman also said that they had had from their agents in China a satisfactory telegram to say that there was no anxiety in the mines, and no likelihood of trouble. The resolutions were carried, and confirmed at the subsequent meetings of the different classes of shareholders.

## FINANCIAL CRISIS IN AMERICA.

A New York telegram to the *Daily Telegraph* dated June 4th states:—

The leading Wall Street bankers, after an impromptu conference, to-day gave their united support to the various stocks, and in the last hour of trading rescued the market from its dangerous position. Stocks closed fairly strong, though this was entirely due to this support, with prices in many cases above Friday's close. Unions closed at 163, after touching 162, and Reading, after going to 143, reacted to 151, half a point above Friday, while the other leading stocks sustained similar movements under the banking support.

Equipment and express stocks suffered on the theory that business would be badly crippled because of the roads. Wells Fargo lost 7, and Air Brakes 7. Since the filing of the Government injunction last Tuesday, the leading stocks have sustained the following declines:

Steeles	6	Goulds	6
Coppers	6	New York Centrals	7
Car Foundries	9	Rock Islands	4
Atchafalpa	7	Unions	14
Brooklyn	4	Erie	3
Chesapeake	5	Leeds	5
St. Paul	12	Smelters	3
Consolidated Gas	11	Northern Pacific	5
Company	11	Pratt	6
Louisvilles	8	Southern Pacific	8

The bank statement was decidedly more unfavourable than had been predicted, cash decreasing \$5,000,000. Loans increased \$7,368,000, and the surplus decreased \$5,668,300, leaving an average surplus of \$20,559,000, against \$18,856,000 last year and \$47,100,000 in 1908. Reports from Texas say that the State officials will ask the Government to protect shippers, thereby instituting injunctions and suits.

Great activity marked the opening, and the best efforts to rally prices on overnight developments proved futile, the Street regarding the President's views on capital and corporations as another menace to a speedy settlement of the present crisis.

Intense interest is shown in the forthcoming meeting between the President and the rail-roads at Washington, on Monday, but will, or can, change its attitude until the Court decides the validity of the injunction.

News from different sections shows a pessimistic rising everywhere, business men fearing the railroad strike all trades as the outcome of the liquidation, agents.

Agents and panics from from the big interest appeared directly after the small holders, being most pronounced in the market opened. Unions, Steels, and equipment in readings, are severely hurt either by the actual crash or positive cancellation of orders by the roads. Union Pacific stock is regarded as a market index, and its quick decline after a belated opening caused renewed anxiety to sell.

The efforts of Messrs. Morgan to stem the tide through the personal work of Mr. Perkins, the managing partner, who rushed from Chicago for the purpose of telling the railroad heads and bankers that they should not predict a panic or too great a disaster, were rendered futile by heavy liquidation by the Rockefeller and Standard Oil interests.

Mr. Perkins, speaking for the 45,000 miles of road represented by Messrs. Morgan, told the manufacturers hostile to the rate increases that the roads were being pushed too far, and that the financial situation both here and in Europe was grave. His statement that the financial interests in the East felt that the Government should withdraw the suit against the roads aroused some amusement.

Apart from the railroad, the best news of the week comes from the growing crop districts, where wheat, corn, and cotton give good promise, with a large acreage and good condition.

Against the good agricultural outlook must be placed the temporary trade and industrial paralysis caused by the unexpected and sensational turn of the railroad rate situation.

The passage of the Railroad Bill through the Senate facilitated the operations of the bears and conducted to an increase in the general liquidating movement, the street agreeing that while the bill was more favourable to the roads than the first bill, yet it still contained a sufficient number of harmful clauses to add further to the roads' burdens.

## THE DANGER IN CHINA.

## A STRONG MAN NEEDED.

One of the leading authorities on China in London made the following statement with regard to the serious news from Nanking to a *Pall Mall Gazette* representative:—

China is suffering, because there is no strong man at the moment to take the helm of Government. All those in power at the moment are weak-kneed individuals, whose only care is their own salvation. Instead of giving the country a restful policy they spend their days trying to get the better of one another. The only thing to be done to restore tranquillity to China is to bring back Yuan-Shi-Kai, the one man in China with the ability to grasp and deal with the situation.

He was deposed owing to the jealousy of the present Regent; if he could only be induced to come back there would be hope for the future of China.

The present unrest in China is partly economic, partly political, partly racial. In the first place, the agrarian distress is Manchuria, and, therefore, unpalatable to the ordinary Chinaman; in the second place, the ruling authorities have exasperated the populace by their corrupt practices, one of the most reprehensible of which was the tampering with the copper coinage.

They flooded the country with copper coinage, out of which they made a huge profit, and when the masses whose medium of exchange it is discovered that the value of the coinage had depreciated their anger was very great.

A further reason for the unrest is the scarcity of rice, the general costliness of food, and the famines created, both by the prohibitive state of the food market by floods in different parts of the country. These causes explain the discontent among the general population.

## A YOUNG CHINA PARTY.

Then there is the growing nationalist feeling, arising in under similar circumstances to those experienced in Egypt and India. The young Chinese go abroad, imbibe a little Western culture, not enough to do them any good, but just sufficient to make them feel dissatisfied with the conditions in their own country. They come back convinced that in a year or two it is possible to attain to the civilisation of Japan, forgetting the half-century of effort that has gone to the making of the present-day character of the island kingdom.

So the result is agitation—against the slow-moving Government officials and against the dynasty, which is regarded as the symbol of reaction. In the new spirit of patriotism thus fostered, anti-foreign feeling is always near the surface, choked merely by fear.

## THE POSITION OF FOREIGNERS.

In the case of the masses, this anti-foreign feeling is a symptom that in itself would never be a dangerous factor, but it is cunningly inflamed by corrupt officials, who find the easiest way of diverting public anger from themselves is to deflect it in the direction of the foreigners, as happened on the occasion of the Boxer riots.

Whether or not the present unrest is ripe for revolutionary activity remains to be seen. It ought not to be forgotten, however, that the Chinese authorities have a way of allowing danger to accumulate until the eleventh hour, when they suddenly become energetic; there is a wholesale cutting off of heads, and hey presto! there is a till again—until the next time.

This is what we shall probably witness now. But each time, it must be remembered, the unrest must necessarily grow in strength and proportions, and these repressive measures simply mean putting off the evil day. Yuan-Shi-Kai must be brought out of retirement at any cost.

## THE MISSIONARIES AT NANKING.

Nanking is not so much an English as an American mission centre. There are several societies working there whose headquarters are in the United States.

The China Inland Mission informs Reuters' Agency that it has received no disquieting news from China, and that mail intelligence of late has indicated that the situation was becoming quieter.

The reports of an anti-dynastic movement, however, cause no surprise.

## HOW TO BE BEAUTIFUL.—Keep your

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE HONGKONG DAILY PRESS, 11, Des Voeux Road, Central, Hongkong. Advertisements which are not ordered for a fixed period will be continued until countermanded. Orders for the supply of the paper should be sent in before 11 a.m. on day of publication. Only supplied for Cash. P.O. Box 33. Telephone No. 12. Telegraphic Address: Press Codes: A.B.C. 5th Ed. Lieber's.

## NEW ADVERTISEMENTS

## TO LET.

SELF-CONTAINED FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each flat. Apply to—Messrs. S. J. DAVID & Co. Hongkong, 1st July, 1910. [794]

"SHIRE" LINE OF STEAMERS, LTD. FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship "PEMBROKESHIRE," Captain Hayes, will be despatched as above on or about the 18th July.

This Steamer has superior accommodation for First Class Passengers which are being fitted throughout with Electric Light and Electric Fans in State Rooms and Saloon. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 30th June, 1910. [787]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"LUETZOW" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, where delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 6th July will be subject to rent. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 6th July, at 9.30 a.m. All Claims must reach us before the 10th inst., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo Ex. S.S. "Hanzoo" from Zanzibar. NORDEUTSCHER LLOYD, BREMEN. Agents, MELCHERS & Co., General Agents. Hongkong, 29th June, 1910. [5]

## INTIMATIONS

## HONGKONG ICE COMPANY.

AN EXTRAORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Offices of the General Managers at Noon on MONDAY, 4th July, to consider the proposed extension of plant and premises. JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, 23rd June, 1910. [774]

## KOWLOON HOTEL.

IT IS HEREBY NOTIFIED that the above Hotel, will, as from the 1st July next, be taken over by the Director of the late Mr. J. W. OSBORNE, and from that Date will be under entirely New Management. The New Management will not be responsible for any debts incurred prior to the 1st July by the late Management. Dated 24th day of June, 1910. [778]

THOUSANDS OF DOLLARS ARE SAVED BY THE EXPENDITURE OF AS MANY CENTS.

## By the Use of SOLIGNUM.

the Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANT.

Extensively used by the British Government at Home and Abroad, by H.M. War Department at Hongkong, the Imperial Maritime Customs and all large local concerns. Prospective samples and all information from the General Agents,

SIEMSEN & Co. (Machinery Dept.), Hongkong. 7481

## STYLISH LADIES

will appreciate the Magnificent Assortment of beautiful CHEFPOO HAND-MADE LACES now showing at HOOSAIN-ALI'S:

SILK LACES and Insertions. LINEN THREAD LACES and Insertions. CLOUNY LACES and Insertions. TORCHON LACES and Insertions. VALENCIENNE LACES and Insertions. Call Early before we are Sold Out. Pattern Book free. Don't forget the address: HOOSAIN-ALI & Co., No. 14, Queen's Road Central. Hongkong, 18th June, 1910. [707]

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## PUBLIC COMPANY

## CHINA LIGHT AND POWER CO., LTD.

## LOST.

CERTIFICATE of 100 Shares standing in the Register of this Company in the name of ARTHUR CECIL SELWYN MANNING has been LOST.

Script No. 269—15313/15412—100 Shares. NOTICE IS HEREBY GIVEN that Duplicate Certificate for the said 100 Shares will be issued one month hence, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & Co., General Managers. Hongkong, 24th June, 1910. [775]

## FOR SALE

## NOW ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

Revised by the MEMBERS. PRICE ———— \$3. DAILY PRESS OFFICE. Hongkong, 21st February, 1910. [316]

## FOR SALE

REMAINING PORTIONS of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 45,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

## MARINE LOT

## No. 285

## EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—G. FENWICK & Co., Ltd., ENGINEERS, &c., PRAYA EAST, HONGKONG. Hongkong, 8th June, 1906. [84-168]

## CHEAP SALE.

## PIECE GOODS AND CLOTHS.

KAM SUN, 88, Queen's Road, Central. Hongkong, 22nd June, 1910. [768]

## CHEESE

## MILD CANADIAN STILTON

## 60 CENTS PER LB.

## THE

## DAIRY FARM CO., LTD.

[42]

## NEW CARTRIDGES.

## BY popular English Manufacturers. In all Bore and Sizes.

## SMOKELESS POWDERS and CHILLED

## SHOTS. From No. 10 to 88SG. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited. WM. SCHMIDT & Co. Hongkong, 26th October, 1906. [545]

## AUTOMATIC BROWNING

## POCKET PISTOLS.

## CALIBRE 7.65 mm.

## With CHAMBER for 8 CARTRIDGES

## FIRING 8 SHOTS in 2 SECONDS. SIEMSEN &amp; Co.

Fongkong, 6th March, 1907. [38]

## LABUAN COAL.

## NOTICE—THIS COAL can only be

## obtained from THE LABUAN COAL

## FIELDS Co., Ltd., who are prepared to Supply

## FRESH COAL straight from the Mines

## Steamers load at the Wharves. Quick despatch of

## Telegrams: "Labor Labuan." BRADLEY &amp; Co., Agents.

Hongkong, 12th August, 1909. [629]

## CHILDREN OF FAR CATHAY

## A SOCIAL AND POLITICAL NOVEL OF

## ABSORBING INTEREST.

## By CHAS. J. HALCOMBE

## (Formerly of the Imperial Chinese Customs

## Service, Author of "The Mystic

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THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwellin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

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To be obtained from Messrs. KIM & WAISH Ltd., Messrs. DREW & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

## TO LET

No. 1, OBSERVATORY VILLAS, Kowloon. Furnished or Unfurnished. Apply to—ARRATON V. APOE & Co., 14, Des Voeux Road, Central. Hongkong, 3rd March, 1910. [563]

## TO LET.

FIRST FLOOR of No. 4, Des Voeux Road, recently vacated by Institution of Engineers and Shipbuilders. In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices. One GODOWN in MASON'S LANE. Apply to—DAVID SASSOON & Co., Ltd. Hongkong, 8th March, 1910. [95]

## TO LET.

No. 156, PRAYA EAST, From 1st June. ALSO OFFICES, at No. 2, PRADDER STREET, from 1st July. Apply—Messrs. JARDINE, MATHESON & Co., Ltd. Hongkong, 1st June, 1910. [706]

## TO LET.

KING'S BUILDINGS. OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st July, 1910. [89]

## TO LET.

OFFICES in Des Voeux Road, Central, corner of Lee House Street. Apply to—Messrs. PERCY SMITH & FLEMING, 5, Queen's Road. Hongkong, 2nd June, 1910. [440]

## TO LET—AT MACAO.

A LARGE BUNGALOW, with Garden and back yard, situated near the Band Stand at the Avenida. Apply to—C. A. R. D'ASSUMPCAO, 75, Praya Grande, MACAO. Hongkong, 6th June, 1910. [719]

## TO LET.

NOS. 19 and 23, SHIRLEY STREET, new 5-Room Houses. GODOWN, 38, Duddell Street. "ELANDONIAN," No. 5, Des Voeux Villas, Peak. "CHERRYTONDALE," No. 100, Peak, Fully furnished for September and October, 1910. No. 2, CONDUT ROAD, 5-Roomed House, from 1st June or 1st July, 1910. A WELL-FURNISHED HOUSE in Kowloon, with use of Tennis Court, from 1st June, 1910. No. 9, BEACONSFIELD ARCADE (Shop). PREMISES at SHAMSHUI, CANTON, lately in occupation of the Canton Kowloon Railway. FOR SALE—TOR CRIST, at Peak, commanding a magnificent view of the Harbour and adjacent islands. Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 22nd June, 1910. [91]

## TO LET.

GODOWN, No. 5A, DUDDELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st July, 1910. [88]

## TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals. KOWLOON MARINE LOT 48, Yamnati, Area, 55,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 1st December, 1909. [790]

## TO LET.

NOS. 2 and 3, GOUGH HILL (104, Peak), as one or two HOUSES, furnished or unfurnished. Apply to—Messrs. S. J. DAVID & Co. Hongkong, 29th June, 1910. [782]

## TO LET.

A HOUSE in Wong Nei Chong Road. GODOWNS, PRAYA EAST, formerly occupied by M.B.K. OFFICES in 15, Des Voeux Road Central. "DAIRYMOOR," No. 13, CONDUT ROAD. A HOUSE in REPTON TERRACE. OFFICES in No. 2, Connaught Road, 3rd Floor. OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST, BLUE BUILDINGS. SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door. Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st July, 1910. [87]

## TO LET.

OFFICES, Hotel Mansions. Apply to—HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 2nd February, 1910. [151]

## TO LET.

No. 3, CANTON VILLAS, Kowloon. A HOUSE, in Knutsford Terrace. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st July, 1910. [325]

## TO LET

No. 14, BEYMOUE TERRACE, from 1st July. Apply to—COMPTON DEPT., Care of Messrs. GRAY, LIVINGSTON & Co. Hongkong, 7th June, 1910. [724]

## TO LET.

No. 10, ARBUTHNOT ROAD, Six-Roomed House, with a Small Garden. Apply to—E. A. & C. F. DE CARVALHO, 14, Arbuthnot Road. Hongkong, 30th May, 1910. [594]

## TO LET.

POWEN ROAD, Western Block of DWELLING HOUSES, at present occupied as Artillery Officer's Quarters. Suitable for Boarding House. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st July, 1910. [781]

## TO LET.

1st SEPTEMBER. GRACA & CO., 27, Des Voeux Road, Dealers in ASIATIC POSTAGE STAMPS AND PICTORIAL POST CARDS. JUST Received a Selection of POSTAGE STAMP CATALOGUE for 1910, Picture and Painting Books, Novels, Postage Stamp Albums with Movable Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c. Inspection Invited. [789]

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HONGKONG SAVINGS BANK. THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3½ per cent. per annum. Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. B. M. SMITH, Chief Manager. Hongkong, 12th January, 1907. [19]

NEDERLANDSCH-INDISCH HANDELSBANK. (NETHERLANDS INDIA COMMERCIAL BANK). ESTABLISHED 1863. Authorized Capital FL 15,000,000 (£1,250,000). Subscribed Capital FL 12,378,100 (£1,031,500). Reserve Fund FL 2,754,338.09 (£229,528). HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA. LONDON BANKERS: THE WILHELMUS DEACONS BANK, SWISS BANK CORP. BRANCHES AND AGENTS all over the World. THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates: 12 months 4½ per cent. 6 do. 4½ do. 3 do. 4½ do. 1 do. 4½ do. C. WOLDENH, Manager. No. 16, Des Voeux Road Central. Hongkong, 4th August, 1909. [23]

THE BANK OF TAIWAN, LIMITED. (INCORPORATED BY SPECIAL IMPERIAL CHARTER). Capital Subscribed (paid up) Yen 5,000,000. Reserve Fund Yen 1,710,000. HEAD OFFICE: TAIPEI, FORMOSA. BRANCHES AND AGENCIES: Amoy, Anping, Canton, Keelung, Kowloon, Swatow, Kobe, Nagasaki, Tokyo, Yokohama. HONGKONG OFFICE: 3, Des Voeux Road. Interest allowed on Current Accounts. Deposits received on terms which may be had on application. D. TORDOW, Manager. Hongkong, 9th March, 1910. [591]

INTERNATIONAL BANKING CORPORATION. CAPITAL PAID UP ———— Gold \$3,250,000. ———— about Mex. \$7,222,222. RESERVE FUND ———— Gold \$3,250,000. ———— about Mex. \$7,222,222. HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: Threadneedle House, E.C. LONDON BANKERS: BANK OF ENGLAND. NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED. THE CAPITAL & COUNTRIES BANK, LIMITED. BRANCHES AND AGENTS all over the World. The Corporation transacts every description of Banking and Exchange business, receives money, Current Accounts at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates: For 12 months 4½ per cent. per annum. For 6 " 4 " " " For 3 " 3 " " " No. 9, Queen's Road, Central, Hongkong. N. S. MARSHALL, Manager. Hongkong, 1st May, 1910. [556]

## BANKS

## DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP ———— Sh. Tals 7,500,000.

HEAD OFFICE—SHANGHAI. BOARD OF DIRECTORS, BERLIN. BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tainanfu, Taingtan, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers: KORNIGLOHN SEERHANDLING (PREUSSISCH) STAATSBANK) Berlin.

DIRECTOR BEN DISCONT-GESSELLSCHAFT DEUTSCHE BANK S. BLINCHENROEDER BERLINER HANDELS-GESSELLSCHAFT BANK FÜR HANDEL UND INDUSTRIE ROBERT WARSCHAUER & Co. MENDELSSOHN & Co. M. A. VON ROTHSCHILD & SOHNE JACOB S. H. STERN NORDEUTSCHER BANK IN HAMBURG, HAMBURG SAL. OPPENHEIM, JR., & Co., KOBLENZ. BAYERISCHE HYPOTHEKEN UND WECHSELBANK, MÜNCHEN.

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENTS: DIRECTOR BEN DISCONT-GESSELLSCHAFT. Berlin.

INTEREST allowed on Current Accounts. DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted. A. KOEHN, Manager. Hongkong, 4th December, 1907. [22]

THE MERCANTILE BANK OF INDIA, LIMITED. AUTHORIZED CAPITAL ———— £1,500,000. SUBSCRIBED ———— 1,125,000. PAID-UP ———— 562,500. RESERVE FUND ———— 285,000. BANKERS: LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance. On Fixed Deposits: For 12 months ———— 4 per cent. For 6 " ———— 3½ per cent. For 3 " ———— 2½ per cent. EVAN ORMISTON, Manager. Hongkong, 26th April, 1910. [21]

THE YOKOHAMA SPECIE BANK LIMITED. CAPITAL PAID-UP ———— Yen 24,000,000. RESERVE FUND ———— 16,250,000. HEAD OFFICE—YOKOHAMA. BRANCHES AND AGENCIES: Tokyo, Nagasaki, London, Osaka, San Francisco, Lyons, New York, Shanghai, Honolulu, Bombay, Tientsin, Hankow, Peking, Lioyang, Port Ait. u, Antung, Chung Chun, Mukden, Kobe.

HONGKONG—INTEREST ALLOWED On Current Account at the rate of 2 per cent. per annum on the daily balance. On Fixed deposits for 12 months 4½ per cent. " " " 6 " 3½ " " " 3 " 2½ " TAKEO TAKAMICHI, Manager. Hongkong, 14th March, 1901. [393]

HONGKONG AND SHANGHAI BANKING CORPORATION. PAID-UP CAPITAL ———— \$15,000,000. RESERVE FUNDS:— Sterling \$1,500,000 at 2/6=\$15,000,000. Silver ———— \$15,500,000. \$30,500,000. RESERVE LIABILITY OF PROPRIETORS \$15,000,000.

COURT OF DIRECTORS: G. DALLOU, Esq.—Chairman. ROBERT SEWELL, Esq.—Deputy Chairman. F. H. ARMSTRONG, Esq. | F. Lieb, Esq. J. W. BAXTER, Esq. | G. H. MEDHURST, Esq. Hon. Mr. H. KESWICK | E. SHILLING, Esq. C. B. LEONARD, Esq. | H. A. STELS, Esq. S. A. LEVY, Esq.

CHIEF MANAGER: Hongkong—J. E. M. SMITH. MANAGER: Shanghai—H. E. R. HUNTER. LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED. HONGKONG—INTEREST ALLOWED. On Current Account at the rate of Two per cent. per annum on the daily balance. On Fixed Deposits: For 3 months, 2½ per cent. per annum. For 6 months, 3 per cent. per annum. For 12 months, 4 per cent. per annum. J. E. M. SMITH, Chief Manager. Hongkong, 7th May, 1910. [14]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON. PAID-UP CAPITAL ———— £1,200,000. RESERVE FUND ———— £1,600,000. RESERVE LIABILITIES OF PROPRIETORS ———— £1,200,000. INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance. On Fixed Deposits for 12 months 4 per cent. for 6 " 3½ " for 3 " 2½ " WM. DICKSON, Manager. Hongkong, 27th April, 1910. [107]

## NOTICES TO CONSIGNEES

## NORDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"COBLENZ" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 2nd July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd July, at 9.30 a.m. All Claims must reach us before the 6th July, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, BREMEN. General Agents, MELCHERS & Co., Hongkong, 25th June, 1910. [5]

## "GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO, HULL, LONDON AND SINGAPORE.

THE Steamship "GLENESK," Captain J. Rafferty, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before To-day.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on Monday, 4th July, at 3 p.m. All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th July will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents. Hongkong, 23rd June, 1910. [780]

## FROM EUROPE.

THE H.A.L. Steamship "MECKLENBURG," Captain Malchow, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., where delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary is given before To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th July will be subject to rent.

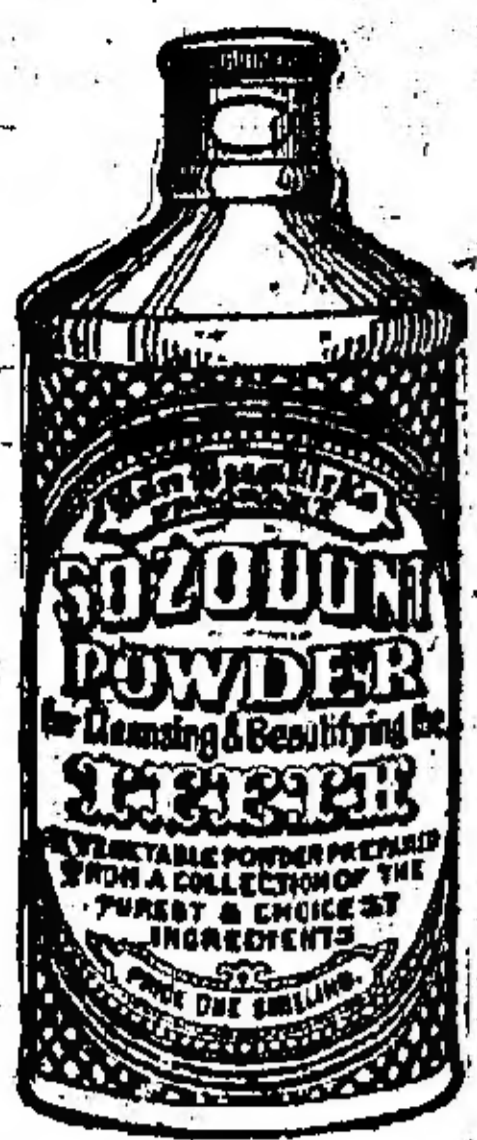
All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 4th July, at 3 p.m. No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo: Ex. s.s. "Soneck" from Satal. Ex. s.s. "Holar" from Copenhagen. Ex. s.s. "Germania" from Göteborg. Ex. s.s. "Hamburg" from Göteborg. Ex. s.s. "Sejdhavn" from Bornholm. HAMBURG-AMERIKA LINE, Hongkong Office. Hongkong, 29th June, 1910. [783]

## MITSU BISHI GOSHI KWAISHA.

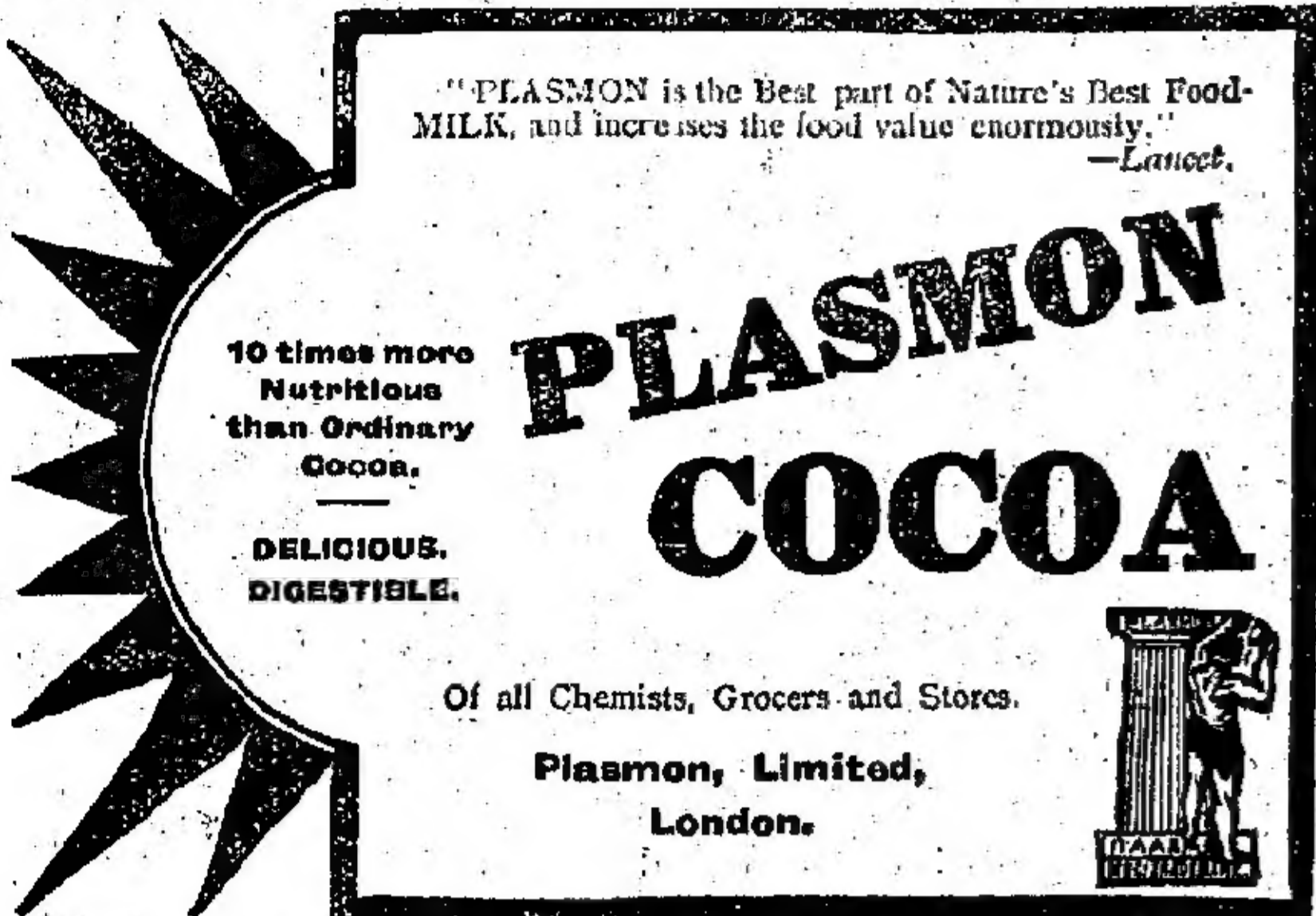
## (MITSU BISHI CO.)

## COAL DE



## SOZODONT TOOTH POWDER

Is the favorite dentifrice of the tourist because it is known and sold in every corner of the world. It cleanses and beautifies the teeth and purifies the mouth, as nothing else will. In new patent tin—which keeps the dirt out and the flavour in. No waste, no spilling.



"PLASMON is the Best part of Nature's Best Food—MILK, and increases the food value enormously."

**PLASMON COCOA**

Of all Chemists, Grocers and Stores.

Plasmon, Limited,  
London.

## THE SEEKER AFTER HEALTH

is always glad to hear of a medicine that has been frequently tried in complaints similar to those from which he may be suffering, and that has proved uniformly successful. Such a remedy is BEECHAM'S PILLS. For half a century they have been doing incalculable good, and all who suffer from troubles traceable to disorders of the Stomach, Liver, Bowels, or Kidneys

**SHOULD TAKE**

these pills. They are a skillful combination of valuable vegetable extracts in precise proportions—and act naturally and gently on the organs at fault, even a few doses showing most marked results. Those who desire a sound digestion and active liver, steady nerves, pure blood, buoyant and good spirits, should not delay a single day, but at once provide themselves with, and begin a course of,

**BEECHAM'S PILLS.**

Sold everywhere in boxes, price 9/6, 1/11 & 2/9.



## COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT HAS DONE FOR OTHERS IT WILL DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before.

"WINCARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

**BUY IT TO-DAY**

From any leading Chemist.

**MUSTARD & COMPANY.**

Wholesale Distributors for China and Hongkong.  
No. 22, Museum Road, Corner of Soohow Road, Shanghai.



Superior to Emulsions or Cod Liver Oil. Each tiny Morrhual capsule represents the medicinal value of a teaspoonful of oil.

Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.

Sold in bottles of 100 Capsules, sold by all Chemists.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

## THORNE'S OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA: A. S. WATSON & Co., Ltd.

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## RUBBER NEWS.

### SUNGKAI-CHUMBO ESTATES.

A circular issued by the company states that instructions have been given for the opening up of a further 425 acres, and application has been made to Government for a block of about 1,000 acres of very suitable jungle land adjoining Sungkai estate, a portion of which it is proposed to plant with rubber at once. In order to carry out the suggested extension it is necessary that the amount of the capital of the company should be increased, and the directors have therefore decided to call an extraordinary general meeting of shareholders for the purpose of considering, and if thought fit, authorizing the increase of the capital from £30,000 to £40,000, and they will ask for authority to issue a portion of the new capital *pro rata* to the shareholders at a premium.

### RUBBER FINANCE UNDE-TAKING.

With a capital of £1,000,000 the prospectus of the Anglo-French Mercantile and Finance Corporation (Limited) was to be published early in June. The directors propose to devote particular attention to the rubber plantation industry, with which several of them are well acquainted. The issue will be of 500,000 shares of £1 each at par; 250,000 shares have been applied for, and will be allotted in full on the terms of the prospectus. Messrs. Guthrie & Co. are the agents in the East.

### VICTORIA (MALAYA) RUBBER ESTATES.

At the statutory meeting Mr. H. S. Saunders, who presided, said that they had a total working capital of £61,805, which the directors considered amply sufficient for the company's needs. It would enable them to plant up 2,000 acres with rubber, irrespective of their contractors. They had, in addition, a contract with a firm in Penang known to the board to plant up 1,200 acres annually in rubber and tapion, the rubber to be the property of the company and the tapion to go to the contractors, who, however, were to pay the company 15 per cent. on its sale.

### RUBBER VENTURES.

At the statutory meeting Mr. J. T. Grein, who presided, said that owing to the pressure of other engagements Mr. John Low had retired from the board, and his place had been taken by Mr. T. Lindsay Holland, of the Stock Exchange. With regard to the company's business, the directors had been able already to pay a dividend of 25 per cent., tax free, and the transactions in hand enabled him confidently to hold out the prospect of another dividend before long. The total number of shares allotted was 50,000, in addition to which, under the option referred to in the prospectus, 64,557 shares had been issued. He moved the adoption of the report, which was seconded by Mr. F. W. Marshall, and agreed to.

### SEREMBAN RUBBER ESTATE COMPANY.

The report for the half-year to December 31 states that the crop of rubber secured was 124,261 lb., the net proceeds of which amounted to £36,430, or 5s. 10½d. per pound. The expenditure incurred in placing the crop on board ship and in cultivating the whole of the planted area, bearing and non-bearing, amounted to £10,224, and has been charged against revenue in the accounts. On an equitable apportionment of this expenditure, as between the bearing and non-bearing areas, the cost of the crop (i.e. works out at about 1s. 2½d. per pound. The profit and loss account shows a credit balance of £25,719. A dividend of 12½ per cent. was paid in May, absorbing £23,438.

### AUSTRALIAN RUBBER ESTATE COMPANY.

The report for 1909 shows a gross profit of £192,616, and, after deducting current expenditure on English and Australian income-tax, a balance of £155,489 is brought down. After providing for debenture interest, a balance remains of £45,649, which has enabled the directors to place £45,000 to reserve (which must amount to a minimum of £50,000 before any dividend can be paid), and to carry forward £649. During the year 1909, the company has been a successful grower of rubber on a number of the properties, and with good crops of wood, which have realized most satisfactory prices. The only serious adverse factor in the business of the past year has been the low level of prices which ruled for live stock and the difficulty in effecting sales. The outlook for the present year is encouraging.

### THE RUBBER MARKET.

It is curious, says the *Comptroller's Financial*, how many diverse opinions one hears in a walk from the Stock Exchange to Mining Lane. The Stock Exchange, as a body, looks upon the rubber market as certain to go worse. It bases its opinion upon the experience inherited or acquired through breathing the atmosphere of the House for more than three-quarters of a century of share dealing. It says after the boom, the slump. When you get to Mining Lane you find all men wrapped up in joy and in the future of rubber, talking of rubber, talking of rubber, dreaming of rubber. The Stock Exchange generalizes too much. Mining Lane generalizes too little. It is preposterous to believe with many people in the Lane that rubber will go to 15s. a lb. It is equally preposterous to agree with, say, the jobbers in the Kaffir market, that all rubber shares are worthless. There is a happy mean which seems to me to point to a lessening of speculation as a result of the recession and an increase in the investment demand so good as rubber shares have reached an investment level. We must not forget, in dealing with the rubber market, that there is a very large amount of speculation going on in the Singapore and Shanghai markets, and that here they have had so much over-speculation that the Eastern banks have shut down on the gamblers; shut down to such an extent that they will not advance more than 50 per cent. on shares that have been sold in England and have to be shipped home. This sounds rather unreasonable, but it shows very plainly what the banks on the spot think about the present range of rubber prices. If people in the East think the price is too high, it is rather presumptuous on the part of the English people to think them too low. I do not imagine that anybody can come to much harm in buying the best. I repeat each week that Highlands, Lingis, Angkor, Malacca are sound shares with a good market. I repeat each week that those who go into the penny bazaar deserve to lose their money. This is a pretty safe rule to buy only into rubber companies of the Harrison and Crossfield, Barlow and Guthrie groups. They tell me that the Eastern International Trust is going to pay a big dividend. This is a MacLara company and it has made a lot of money out of the boom.

### NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of *Daily Press* are on sale daily at the following Stores: Messrs. H. BUTTERFIELD & SONS, Kowloon Street, No. 36, Haiphong Road. Messrs. HUNG CHEONG, Haiphong Road. Mr. AH YAU, Hongkong Ferry Wharf Stail.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 30th at 8.20 a.m.—Black Ball hoisted. The typhoon appears to be moving Northwards and approaching the coast to the West of Macao.

At 12.15 p.m.—The barometer is inclined to rise in Hongkong, while it has fallen considerably in Macao and Canton. Pressure has given way also over Tongking, and the S.E. coast of China, and the typhoon would appear to have increased in depth during the past 24 hours.

The barometer has risen over N. China. The highest pressure is still shown over the Pacific in the neighbourhood of the Bonins.

Bad weather will continue to prevail between Hongkong and Hainan.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 3.86 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood: Mod't S. gale; equally, rainy.

Formosa Channel: fresh.

South coast of China between Hongkong and Lamcocks: strong.

South coast of China between Hongkong and Hainan: Cyclonic gales.

## THE MUSIC OF YOUR BLOOD.

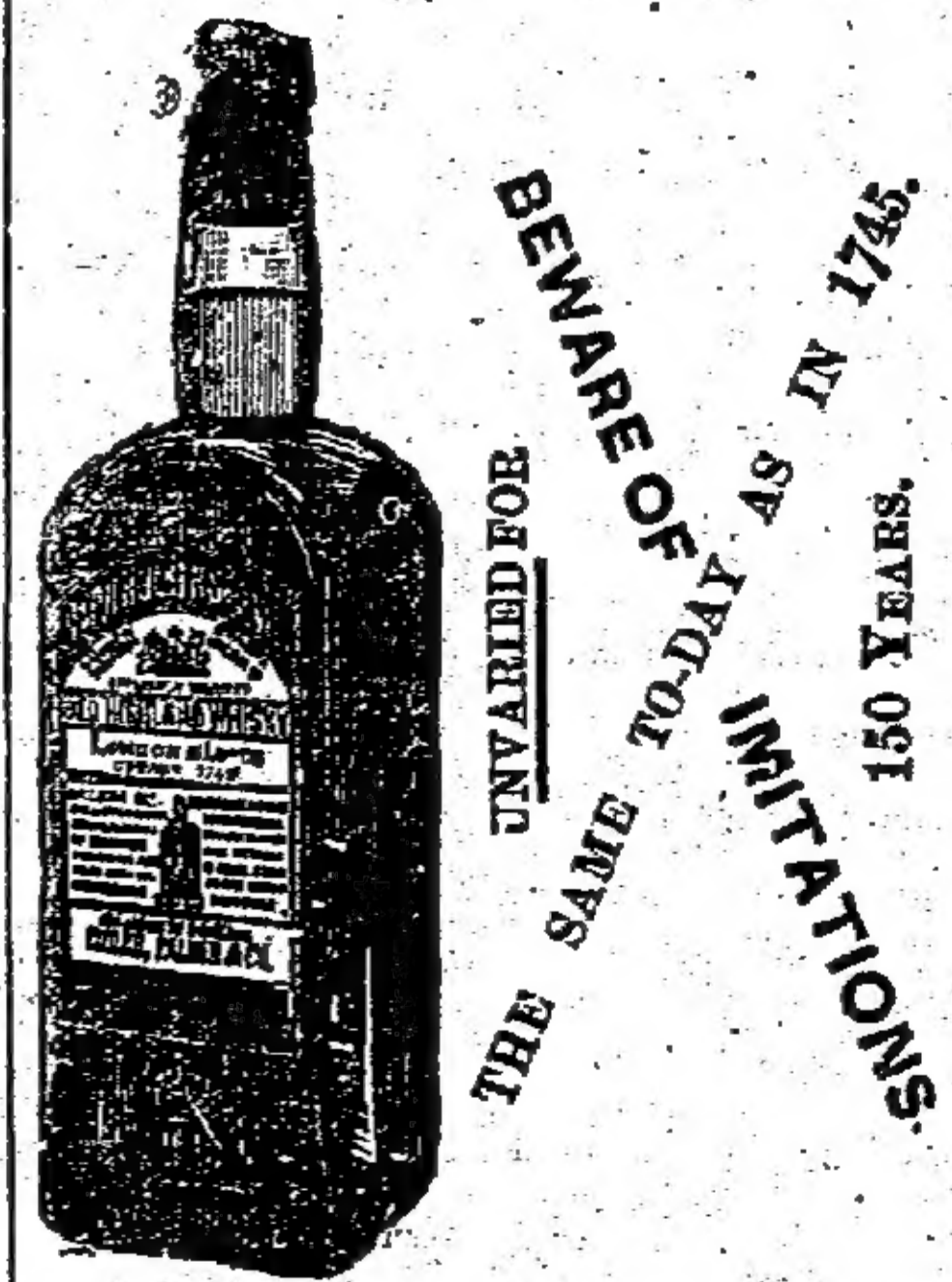
Have you ever heard your blood? Have you ever put one of those large sea-shells to your ear, and heard what children say is the sound of the sea, the "music of the waves"? Well, that is really the sound of your blood—as it circulates—echoed in the empty shell. You can hear it sometimes when your head is on a pillow, but it does not sound so musical then. Try the shell at any time and you will find that your blood is always flowing. That is Nature's way of constantly carrying the nourishment from well-digested food to every part of your body. But what happens when food is not digested? Instead of carrying nourishment, your blood carries the foul products of indigestion to every part of your system, from your head to your feet! No wonder you then have pains all over, headaches, a sense of languor, depression of spirits and a tired-out feeling. You can only be well again when food is converted into pure, good blood that will feed and nourish you; and that happy condition will be yours, when your stomach is restored to working order, enabled to digest food perfectly. Mother Seigel's Syrup tones and strengthens the stomach, because it is made from medicinal extracts of roots, bark and leaves, which have a remarkable tonic effect on the stomach as well as the liver and bowels. It makes food nourish you, purifies your blood and thus gives you in vigorous health.

Mr. Frank Rogers, of Pansongko Cottages, Catterington, near Horndean, Hants, writes:—"I am a strong, hearty man, used all my life to working in the open country, but about three years ago I found myself unable to eat without suffering terrible pain across my chest within a quarter of an hour—the sort of pain one might expect who had eaten too heartily. This went on for several weeks, growing worse all the time. To avoid the pain, I ate so little that I became almost too weak to work. I suffered also from sleeplessness, the pain at my chest troubling me by night as well as day; but as I never had a sick stomach, people told me my complaint could not be indigestion."

"Through reading one of your booklets which was left one day at my cottage, I came to the conclusion they were wrong. So I made up my mind to try a bottle of Mother Seigel's Syrup, and right glad I am that I did so. The very first dose did me so much good that I knew I was on the road to a cure. I continued to take the syrup till I had used up three bottles and then, being quite free of pain and able to eat without fear, I took no more of it. From that day to this I have been as well as a man need be."

If your system is being poisoned by the foul products of indigestion, you will have trouble, as Mr. Rogers had, until the cause is removed. Mother Seigel's Syrup promptly and surely removes the cause and thus restores health and strength.

## VAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



SOLE AGENTS IN HONGKONG: LANE, CRAWFORD & CO., and from ALL WINE MERCHANTS.

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

FOR DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905;

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

Price: 1s. 6d. per Copy.

On Sale at the "DAILY PRESS" Office, or Local Booksellers.

## VESSELS EXPECTED.

### THE INDIAN MAIL.

The Indo-China str. *Kunming* from Calcutta and the Straits left Singapore for this port on the 27th ult.

### THE FRENCH MAIL.

The M.M. str. *Ernest Simon*, with the French Mail of the 5th ultimo, and mails from London of the 4th ultimo, will leave Saigon on the 1st inst., at 10 a.m., and is expected to arrive here on the 4th inst., at daylight.

### THE CANADIAN MAIL.

The C.P.R. Co's str. *Empress of India* arrived at Yokohama at noon on the 29th ult., and left again at 6 p.m. same day for Kobe, where she is due to arrive at 5 p.m. yesterday.

### THE AUSTRALIAN MAIL.

The E. & A. str. *Aldenhurst* left Sydney on the 25th ult. for Queensland ports, Manila and Hongkong.

The N.Y.K. str. *Nippon Maru* (Australian Line) left Thursday Island for this port via Manila on the 23rd ultimo, and is expected here on the 4th inst.

### THE AMERICAN MAIL.

The P.M. str. *Korea* left Yokohama on the 25th ultimo, for Hongkong, and is due here on the 4th inst.

The T.K.K. str. *Nippon Maru* left San Francisco on the 21st ult. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 19th inst.

The P.M. str. *Siberia* left San Francisco on the 28th ultimo for Hongkong, via Honolulu, Japan and Manila, and is due to arrive here on the 29th inst.

### MERCHANT STEAMERS.

The P. & O. S. N. Co's str. *Java* left Singapore for this port on the 26th ultimo, at 10 a.m., and is due here to-day at about 2 p.m.

The Mogul Line str. *Lennox* left United Kingdom on the 4th ultimo for Hongkong via Straits.

The Bank Line Ltd's str. *Agave* left Vancouver, B.C., on the 4th ult. for Hongkong via Japan ports.

The O.S.K. str. *Seattle Maru* from Tacoma left Moji for this port via Manila on the 25th ult., and is expected to arrive here on or about the 4th inst.

The N.Y.K. str. *Abi Maru* (European Line) left Moji for this port via Shanghai on the 27th ultimo, and is expected here on the 4th inst.

The N.Y.K. str. *Yamato Maru* (Australian Line) left Yokohama for this port via Kobe, Moji and Nagasaki on the 25th ultimo, and is expected here on the 5th inst.

The Mogul Line str. *Bracmar* from United Kingdom left Singapore on the 29th ult., and is due at this port on or about the 5th inst.

The American & Manchurian Line str. *Kanaga* left New York on the 17th May, and is due here on or about the 6th inst.

The N.Y.K. str. *Isada Maru* (American Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 27th ultimo, and is expected here on the 10th inst.

The O.S.K. str. *Chicago Maru* left Tacoma for this port via Japan and Manila on the 25th ultimo, and is expected here on or about the 2nd inst.

## VISITORS AT HOTELS.

### HONGKONG HOTEL.

Mr. P. R. Adams, Mr. and Mrs. J. T. Andrews, Capt. F. C. Armstrong, Mr. J. H. Backhouse, Mr. A. Biggs, Mr. G. T. Bragman, Mr. P. J. Brinkland, Mr. R. B. S. Catlett, a child, Mr. M. O. Cleant, Mr. S. F. Cleant, Mr. & Mrs. Cochrane, Mr. & Mrs. Cochrane, Mr. M. Darrah, Miss A. Doran, Mr. A. E. Dunrich, Mr. and Mrs. H. C. Ehrenfeld, Mr. H. R. Elliot, Mr. C. B. Eyer, Miss M. Eyer, Mr. J. Z. G. Faber, Mr. H. G. Fieher, Mr. F. Finell, Mr. M. Friedman, Mr. A. Gaudet, Mr. V. Goulbourn, Capt. T. P. Hall, Mr. H. O. Hashegan, Hon. Mr. and Mrs. E. A. Hewett, Dr. S. Hough, Mr. P. J. Howard, Mr. P. H. Kales, Mr. M. A. Katz, Mrs. W. D. Kraft, Mr. E. L. Levett, Major & Mrs. T. J. Lewis, Miss Lewis, Mr. G. T. Lloyd, Mr. R. Mandoll, Dr. O. Marriot, Mr. J. W. Martin, Miss K. A. Massey, Capt. J. McBrick, Mr. G. A. McIntosh, Mr. & Mrs. J. McIntosh, Mr. & Mrs. J. J. McKie, & 2 children, Mr. J. E. Menagh, Dr. & Mrs. L. C. Mendel, Miss V. Mendel, Mr. H. E. Meyers, Mr. D. M. Nichols, Mr. J. G. Minor, Mr. A. E. Moulder, Mr. H. J. Morse, Mr. J. R. Morrison, Mr. & Mrs. D. Munro, Mrs. M. E. Parley, Mr. E. H. Ray, Mr. E. K. Redger, Miss L. Ross, Mrs. D. S. Smith, Miss P. M. Smith, Mr. H. H. Solomon, Surgeon and Mrs. A. D. Spalding, a.s., Mr. J. J. Spittles, Miss A. Square, Mrs. C. E. Stanton, Mr. M. J. Tavi, Mr. and Mrs. M. L. Thompson, Mr. & Mrs. W. Toller, Mr. W. W. Trantolter, Mr. A. Verschoor, Mr. W. A. Walker, Mr. T. Walton, Mr. L. J. Wells, Mr. G. Wolf, Mr. G. G. Wood.

### KING EDWARD HOTEL.

Mr. H. M. Bain, Mr. & Mrs. Blanchflower, Dr. Burger, Mr. & Mrs. Capron, Mr. F. F. Cox, Mr. O. R. Duxter, Dr. N. Ebbel, Mr. & Mrs. Ebbel, Dr. N. Ebbel, Mr. G. M. Hay, Mr. Heymann, Mr. A. Hink, Dr. Hoobeschur, Mr. R. Hovew, Miss Juvenal, Mr. Kennedy, Misses K. J. M. Kennedy, Dr. W. R. Lamb, Miss Leprieu, Mr. M. Leslie, Mrs. Marston, Mr. Valder, Mr. B. N. W. Nickels, Mr. Packard, Capt. and Mrs. W. C. Pasmore, Mr. D. Percebois, Mr. C. Rico, Mr. E. Rigold, Mr. Rossau, Mr. P. J. Rowley, Mr. E. G. Shilds, Mr. E. H. Smith, Mr. H. F. Storchman, Mr. & Mrs. A. F. Thayer, Mr. Vincent, Mr. G. C. Whitlaw.

### KINGSBURY PRIVATE HOTEL.

Mr. & Mrs. A. C. Logan, Consul J. M. Macdon, Mr. & Mrs. C. Mackie, Mr. C. M. Meyer, Mr. U. S. Morrison, Mr. J. A. O'for, Rev. S. W. Payne, Mr. Wm. Pittendrigh, Mr. J. Robertson, Mr. R. B. S. Catlett, Miss Howlery, Mrs. G. Sacre, Miss K. Sacre, Capt. & Mrs. Schultzen, Mr. J. J. Smith, Mr. A. Skene, Mr. & Mrs. Tibbs, Mr. B. Webb, Mr. J. W. Wilson.

## SHIPPING IN PORT.

### STEAMERS.

ALINE WOERNER, British str., 1,449, J. D. Martin, 7th June—Saigon 2nd June, Rice and General—China. ARA, British str., 1,565, C. J. Matlock, 25th June—Java 16th June, Sugar—Jardine, Catherington & Co. HUDSON, 2864, British str., 1,730, G. F. 7th June, General—Calcutta and Straits. CHONGSHING, British str., 2,566, Liddell, 28th June—Tientsin 22nd June, General—Jardine, Matheson & Co. CHOSHYUN MARU, Japanese str., 1,301, 26th June—Sawto 25th June, (tonks)—Osaka Shosen Kaisha. CHOWTAI, German str., 1,115, Mollermaun, 26th June—Bamkok 17th June, Rice—Butterfield & Swire. DAIGI MARU, Japanese str., 846, Murayama, 26th June—Sawto 28th June, General—Osaka Shosen Kaisha. DEHWATY, British str., 1,562, J. Jenkins, 20th June—Saigon 17th June, Rice—Man Fat & Co. ESKDALE, British str., 1,946, H. Adam, 26th June—Adon 1st May, Salt—Order. FITZPATRICK, British str., 2,339, R. E. Hutchinson, 20th June—Moji 14th June, Coal—Order. GYENESK, British str., 2,275, J. Rafferty, 28th June—London via Singapore 22nd June, General—Shewan, Tomes & Co. HOPKINS, British str., 1,354, Hay, 29th June—Saigon 25th June, Rice—Jardine, Matheson & Co. HONG SHUN, Chinese str., 809, Murakano, 24th June—Amoy 23rd June, Ballast—Order. IVE, French str., 712, Paillet, 8th May—Haiphong 5th May, General—A. R. Marty. KEONGWAI, German str., 1,115, Joh. Zoller, 25th June—Bangkok and Hoibow 24th June, Rice—Butterfield & Swire. KIANG FING, Chinese str., 1,222, Udden, 29th June—Chinking 23rd June, General—China. KUMERIC, British str., 1,234, J. Mathie, 24th June—Manila 21st June, General—Dodd, Wall & Co. KWANGSIN, Chinese str., 1,469, Lincoln, 25th June—Shanghai 21st June, General—C. M. S. N. Co. MACHEV, German str., 993, C. Wolff, 27th June—Bangkok and Kolschhang 21st June, Rice—Butterfield & Swire. MECHAMUNGA, German str., 2,093, M. Malchow, 29th June—Hamburg and Singapore 23rd June, General—Hamburg and America Line. MEERPOO, Chinese str., 1,339, J. McArthur, 28th June—Shanghai 25th June, General—C. M. S. N. Co. MONGOLIA, American str., 875, E. P. Kett, 26th June—San Francisco 24th May, General—P. M. S. S. Co. NAMANG, British str., 2,591, P. M. B. Lake, 28th June—Calcutta 12th, Penang and Singapore 22nd June, General—Jardine, Matheson & Co. ONKANG, British str., 1,787, E. J. Buller, 24th June—Moji 17th June, Coal—Mitsui Bussan Kaisha. PITSANVLOK, German str., 1,267, D. Reimers, 27th June—Bangkok 21st June, Rice and Timber—Butterfield & Swire. SAMIT BANDJER, Chinese str., 667, J. Martin, 29th May—Singapore 22nd May, Wood and Iron—E. C. Wilds. SELJA, Norwegian str., 2,789, Olaf Lio, 25th June—Bangkok 21st May, General—Portland Asiatic S.S. Co. SHINGCHIKU MARU, Japanese str., 1,938, K. Muto, 23rd June—Moji 17th June, General—Osaka Shosen Kaisha. SINGAN, British str., 1,647, Jameson, 23rd June—Haiphong 21st June, General—Butterfield & Swire. SPIN, Norwegian str., 871, H. E. Solum, 16th June—Saigon 12th June, Rice—Aagaard, Thoresen & Co. SUBANG, British str., 1,760, M. Picknell, 27th June—Chingwang 20th June, Coal—C. E. M. & Co. TELEMACUS, British str., 1,340, Edwards, 21st June—Saigon 17th June, Rice—Wo Fat Sing. TENYI MARU, Japanese str., 7265, Ernest, 28th June—San Francisco 31st May, May, General—Toyo Kisen Kaisha. TOSA MARU, Japanese str., 5,610, H. Nomura, 29th June—Kobe and Moji 24th June, Matches and Cotton—Nippon Yusen Kaisha. TSEUGISAN MARU, Japanese str., 4,128, N. Iwaki, 27th June—Mikie 22nd June, Coal—Mitsui Bussan Kaisha. TYMEIC, British str., 1,219, Robt. McIlwaine, 25th June—Newcastle, N. S. W

**FORTHCOMING EVENTS.**  
Saturday, 2nd July—Boxing at City Hall, 9 p.m.  
Monday, 4th July—An Extraordinary General Meeting of Hongkong Tea Co. at Noon.  
Wednesday, 6th July—Meeting of the Legislative Council at the Colonial Secretary's Office, 2.15 p.m.

## SHIPPING.

**ARRIVALS.**  
British str., 1359, A. S. Harris, CHINESE JUNE—Shanghai 26th June, General Butterfield & Swire.  
FOOCHOW, British str., 1238, Vincent, 29th June—Nanchow and Tsingtau 23rd June, General Butterfield & Swire.  
GLENDALE, British str., 2399, W. H. Paddo, 29th June—Rangoon and Singapore 23rd June, General—Chinese.  
HAIYANG, British str., 1362, A. E. Hodgins, 30th June—Fochow, Amoy and Swatow 29th June, General—Douglas, Laprak & Co.  
KAIPOING, British str., 987, Warrack, 29th June—Hilo 25th June, Sugar—Butterfield & Swire.  
KORAT, German str., 1223, W. Schmidt, 30th June—Bangkok 23rd June, Rice—Butterfield & Swire.  
SIMLA, British str., 3827, C. D. Goldsmith, 30th June—Yokohama 12th June, General—P. & O. S. N. Co.  
YORCK, German str., 6901, Randermann, 29th June—Yokohama 18th June, General—Melchers & Co.

## CLEARANCES.

**AT THE HARBOUR MASTER'S OFFICE.**  
30th June.  
Glenloch, British str., for Shanghai.  
Glenloch, British str., for Straits.  
HAIYANG, British str., for Swatow.  
Mathilda, German str., for Haiphong.  
Macklenburg, German str., for Kobe.  
Namsang, British str., for Shanghai.  
Shanghai Maru, Japanese str., for Swatow.  
Shanghai Maru, Japanese str., for Singapore.  
Taurigian Maru, Jap. str., for Ocean Island.

## DEPARTURES.

30th June.  
ANNU, British str., for Shanghai.  
KROSHUN MARU, Japanese str., for Swatow.  
FUKUKI, British str., for Saigon.  
KONGSANG, British str., for Shanghai.  
LUTZOW, German str., for Shanghai.  
PAOTING, British str., for Ningpo.  
YORCK, German str., for Europe, &c.

## SHIPPING REPORTS.

The British str. Haiyang reports: From Fochow to Swatow, clear fine weather; from Swatow to Hongkong, S.E. winds with high overcast sea.

## VESSELS IN DOCK.

June 30th.  
Kowloon Dock—Gloria, Sario Danjer, Choufa, Hongkong, H.M.S. Whiting, Glam, Rob, Lebaday, Sui Cheong, Zifro, Valden.  
COSMOGRAPHY DOCK—Vestfold.  
TATCOO DOCK—Union Shiao, Hephaestus, Signal, Selje.

## PASSENGERS.

**ARRIVED.**  
Per Haiyang, from Coast Ports, Mr Robinson, Mr Asery, Mr L. J. Thomas and Mrs Hartley.  
Per York, for Hongkong, from Yokohama, Mr C. Valpey; from Kobe, Mr and Mrs W. Zöllner and Mr A. Kuhn; from Shanghai, Mr and Mrs Ehrenfeld, Mr H. Koch, Miss Ellis, Mr J. R. Tuth, Mr Thornhill, Mr P. G. Scarlett, Mr E. Davison, Mr G. D. Keith Sun, Mrs S. Simmons and Mr B. Friedricks.  
Per Simla, for Hongkong, from Keelung, Mr Euske Danno and Mr Masatoshi Hosang; from Yokohama, for Singapore, Mr B. Smith, Misses C. Leon, Gordon, Lorrison, Deane, Mr H. Cole, Mr A. Thomas, Miss K. Shortlands, Miss Davies, Mr and Mrs G. Arnold, Mr E. Keys, Messrs F. Coyne, J. McGrath, A. Lopez, W. Morgan, W. Baker, A. Frith, Standford and D. Clifford, Misses A. Boudaine, B. Birkbeck, M. Long, K. Wood, Vanden, Mrs Stevens, Miss R. Keys, Miss L. Greenhill and Mr L. Cowan; for Bombay, Lieut. Malet; from Shanghai, for London, Misses Domet and Nicolson; from Fochow, for Penang, Miss Mary Wong.

**STEAMERS PASSED THE CANAL.**  
June 3rd—Braemar, Machon, Salscia, Sogo Maru, Inverio, Java, 7th—Benaroch, Poverio, 10th—Arion, Ateia Maru, Candia, Ernest Simons, Kasaga, 14th—Tarnarthenhire, Scandia, Segovia, Seneca, Thessa, 17th—Erroll, Nym, Nougard, Nore, Svada, Telamon, 21st—Andalusia, Beneluch, Glenloch, Kanagawa Maru. Delayed through mist: Lennox, St. Patrick, 24th—Belgravia, Dorflinger, Hiron Maru, Hitachi Maru, Kleist, Pak Ling, Polynesian, Stenor, Amiral Hamelin, 28th—Argonia, Banca, Bavaria, Slavonia.

## ARRIVALS AT HOME.

June 28th—Alucia.

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius).

## THE Steamship

"CATHERINE APCAR," Captain G. F. Hudson, will be despatched for the above Ports TO-MORROW, the 2nd July, at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd. Agents.

Hongkong, 29th June, 1910. [77]

## HONGKONG-NEW YORK.



## AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

"INDRASAMHA," On 4th July, 5 p.m.

For freight and further information apply to—

SHEWAN, TOMES & Co., General Agents.

Hongkong, 28th June, 1910. [740]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	SIMLA	Brit. str.	—	C. D. Goldsmith, R.N.	P. & O. S. N. Co.	To-day, at 1 p.m.
LONDON, &c., via USUAL PORTS OF CALL.	DMITA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 9th inst., at Noon
LONDON, ROTTERDAM & ANTWERP	FENBROOKSHIRE	Brit. str.	—	Hayes	JARDINE, MATHESON & Co., Ltd.	About 18th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SUPHORIA	Ger. str.	k. w.	Brookhuis	HAMBURG-AMERICA LINE	On 22nd inst.
OPENHAGEN & BALTO PORTS, &c.	NIPPON	Dan. str.	—	—	MELCHERS & Co.	First half of July.
HAYRE & HAMBURG VIA STRAITS, &c.	ARABIA	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 20th inst.
HAYRE, ROTTERDAM & HAMBURG, &c.	BRASILIA	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	About Middle of Aug.
HAYRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 17th Aug.
MARSEILLES, &c., via PORTS OF CALL.	ARMAND BEHIC	Frean. str.	—	—	MESSAGERIES MARITIMES	On 5th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ARI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 6th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WESTHALLA	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 20th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU	Jap. str.	—	A. E. Jones	NIPPON YUSEN KAISHA	On 3rd Aug., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU	Jap. str.	—	M. Hagino	HAMBURG-AMERICA LINE	On 3rd Aug.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MEIKANENBURG	Ger. str.	k. w.	Malchow	HAMBURG-AMERICA LINE	On 4th inst., at 5 p.m.
NEW YORK VIA PORTS & SUEZ CANAL	INDESSAMBA	Am. str.	—	—	ARNOLD, KABBURG & Co.	On 13th inst.
BOSTON & NEW YORK	WINESAU	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 16th inst., at 6 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 16th Aug., at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 5th inst.
VICTORIA, VANCOUVER, B.C., Tacoma, &c.	KUMERIC	Brit. str.	—	G. B. McGill	CANADIAN PACIFIC R. Co.	On 5th inst.
VANCOUVER (DIRECT)	KUMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 5th inst.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	INARA MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 19th inst., at 4 p.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	TAMBA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 16th Aug., at 4 p.m.
TAGOMA VIA KEELUNG & JAPAN	SEATTLE MARU	Jap. str.	—	T. Saito	ONAKA SHOSHA	On 13th inst., at Noon
CALLAO IQUIQUE, &c., via JAPAN PORTS, &c.	KIYO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th Aug., at Noon
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 8th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	T. Sokan	BUTTERFIELD & SWIRE	On 27th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	G. W. Eddy	NIPPON YUSEN KAISHA	On 5th Aug., at Noon
AUSTRALIAN PORTS VIA MANILA	COBLER	Jap. str.	—	M. Yagi	MELCHERS & Co.	On 16th inst., at D'light
KOBE & YOKOHAMA	ARABIA MARU	Jap. str.	—	H. Baugomer	NIPPON YUSEN KAISHA	On 7th inst., at 4 p.m.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 6th inst., at Noon
JAPAN	TUMBAI	Dut. str.	—	Houman	JAVA-CHINA-JAPAN LINE	Quick despatch.
TIENTSIN VIA SWATOW, WEIHAIWEI & CHEFOO	CHONGSHING	Brit. str.	—	V. McClymont-Liddell	JARDINE, MATHESON & Co., Ltd.	On 3rd inst., at D'light
CHEFOO & TIENTSIN	KUICHOW	Brit. str.	1 m.	G. Hoeker	BUTTERFIELD & SWIRE	On 7th inst., at 3 p.m.
SHANGHAI VIA SWATOW	KWONGSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon
SHANGHAI KOBE & MOJI	NAMSANG	Brit. str.	—	M. E. Lake	HAMBURG-AMERICA LINE	To-day.
SHANGHAI KOBE & YOKOHAMA	MEIKANENBURG	Ger. str.	k. w.	—	P. & O. S. N. Co.	To-morrow, at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	JAYA	Brit. str.	—	A. Thompson, R.N.	BUTTERFIELD & SWIRE	On 4th inst., at 4 p.m.
SHANGHAI	FOOCHOW	Brit. str.	1 m.	J. Davies	MESSAGERIES MARITIMES	On 6th inst.
SHANGHAI KOBE & YOKOHAMA	ERNEST SIMONS	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	About 7th inst.
SHANGHAI, MOJI & KOBE	DEKURA MARU	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	About 11th inst.
SHANGHAI	DEKURA MARU	Brit. str.	—	W. B. Hickey	HAMBURG-AMERICA LINE	On 14th inst.
SHANGHAI, TAKU, NAGASAKI, MOJI, &c.	CANDIA	Ger. str.	k. w.	V. Dohren	MELCHERS & Co.	End of July.
SHANGHAI, KOBE & YOKOHAMA	SCANDIA	Ger. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, YOKOHAMA & KOBE	INDIAN	Dan. str.	—	—	ONAKA SHOSHA	On 3rd inst., at 10 a.m.
SHANGHAI	TJILWONG	Dut. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
AMPUNG VIA SWATOW & AMOY	JOSEPH MARU	Jap. str.	—	—	DOUGLAS LAPELLE & Co.	To-morrow, at 10 a.m.
TAMSUT VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	—	DOUGLAS LAPELLE & Co.	To-morrow, at 10 a.m.
AMOY, CEBU & ILOILO	KAIPOING	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPELLE & Co.	On 5th inst., at 10 a.m.
AMOY & FOOCHOW	HAIYANG	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAPELLE & Co.	On 8th inst., at 10 a.m.
SWATOW	HAIRUN	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPELLE & Co.	On 5th inst., at 10 a.m.
SWATOW, AMOY & FOOCHOW	HAIRUN	Brit. str.	2 h.	J. Warrack	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
HAIPHONG	HAIRUN	Brit. str.	1 m.	—	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at 4 p.m.
SAIGON	CHIBELI	Brit. str.	1 m.	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at Noon
MANILA	TIENTSIN	Brit. str.	—	S. J. Payne	SHEWAN, TOMES & Co.	On 16th inst., at Noon
MANILA	YUNGSANG	Brit. str.	—	R. Redger	NIPPON YUSEN KAISHA	On 12th inst.
MANILA	LOONGSANG	Brit. str.	—	A. Fraser	JARDINE, MATHESON & Co., Ltd.	On 6th inst., at Noon
MANILA	ZATHIO	Brit. str.	—	A. Mosher	DAVID SASSOON & Co., Ltd.	To-morrow, at Noon
BOMBAY VIA SINGAPORE & COLOMBO	RUBI	Brit. str.	—	G. F. Hudson	BUTTERFIELD & SWIRE	On 6th inst., at 4 p.m.
SINGAPORE, PENANG & CALCUTTA	HAKATA MARU	Jap. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	FOOCHOW	Brit. str.	—	—	—	—
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	1 m.	—	—	—
SAMARANG & SOERABAYA	SHANTUNG	Brit. str.	—	—	—	—
BATAVIA, CHERIBON, SAMARANG, &c.	TJILWONG	Dut. str.	—	—	—	—

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE. "COBLENZ" Capt. H. RANGNER { Saturday, 16th July, at D'light

For further Particulars, apply to NORDDEUTSCHER LLOYD, MELOCHERS & Co., GENERAL AGENTS HONGKONG & CHINA. Hongkong, 30th June, 1910. [5]

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER, B.C., TACOMA & SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
KUMERIC	6,232	G. B. McGill	5th July.
YUMERIC	4,563	J. Boyd	26th July.
SUVERIC	4,563	F. B. Cowley	23rd August.
OCEANO	4,567	F. W. Davies	27th September.
KUMERIC	6,232	G. B. McGill	20th October.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to DODWELL & CO., LIMITED, GENERAL AGENTS. Queen's Buildings. Hongkong, 30th June, 1910. [8]

## MESSAGERIES MARITIMES FRENCH MAIL LINES.

FOURTEENTHLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL. FOURTEENTHLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR SHANGHAI, KOBE & YOKOHAMA	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS"	On 4th July, P.M.
MARSEILLES VIA PORTS	"ARMAND BEHIC"	On 5th July, 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"POLYNESE"	On 18th July, P.M.
MARSEILLES VIA PORTS	"TOKIN"	On 19th July, 1 p.m.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to—

Hongkong, 22nd June, 1910. P. THOMAS, AGENT, Queen's Building. [2]

## CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B. From Quebec.
"EMPERESS OF INDIA" Sat., 16th July	"EMPERESS OF IRELAND" Fri., 12th Aug.
"EMPERESS OF JAPAN" Sat., 6th Aug.	"ALLAN LINE" Friday, 2nd Sept.
"MONTEAGLE" Tuesday, 16th Aug.	
"EMPERESS OF CHINA" Sat., 27th Aug.	"EMPERESS OF BRITAIN" Fri., 23rd Sept.
"EMPERESS OF INDIA" Sat., 17th Sept.	"ALLAN LINE" Friday, 14th Oct.
"EMPERESS OF JAPAN" Sat., 8th Oct.	"EMPERESS OF IRELAND" Fri., 4th Nov.

"Emperess" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN, QUEBEC with the Company's New "Palatial" "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless Apparatus. Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers £43. 1st Class Railway £24. 2nd Class £24.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Government. Full particulars of application from Agents. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Folders Street and Praya, opposite Blake Pier.

## VESSELS ON THE BERTH

## CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

## THE Steamship

## "KUMERIC."

FROM HONGKONG, ON TUESDAY, THE 5TH JULY. FOR VANCOUVER DIRECT. To be followed by AYMERIC ... 26th July. OCEANO ... 27th Sept. KUMERIC ... 20th Oct. Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada, the United States and to the West Indies. For further information regarding rates of freight, etc., apply to CANADIAN PACIFIC RAILWAY CO. Hongkong. Hongkong, 23rd June, 1910. [769]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR SAVANNA, PENINSULAR, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"DELTA," Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 9th July, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "Macedonia," 10,512 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "CALEDONIA," due in London on the 21st August, 1910. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 27th June, 1910. [1]

## THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK. (With Liberty to Call at the Malabar Coast).

## THE Steamship

"WYNERIO" will be despatched for the above Ports on WEDNESDAY, the 13th July, 1910. For Freight apply to ARNOLD, KABBURG & Co., General Agents. Hongkong, 21st June, 1910. [764]

## Gutler, Palmer &amp; Co.'s

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SHIPPERS

Gutler, Palmer & Co., London.

AGENTS

SIEMSEN & CO., HONGKONG.

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for

PRIVATE RESIDENTS at the OUTPOSTS. A Comprehensive and Complete Record of the

NEWS OF THE FAR EAST, is given in the

HONGKONG WEEKLY PRESS,

with which is incorporated

The CHINA OVERLAND TRADE REPORT, Subscription, paid in advance, \$12 per annum. Postage \$2 to

# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FROM	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG COLOMBO, Port Said and MARSHALLS	SIMLA Capt. C. D. Goldsmith, R.N.R.	1 P.M., 1st July	Freight and Passage.
SHANGHAI, MOI, KOBE and YOKOHAMA	JAVA Capt. A. Thompson	Noon, 2nd July	Freight only.
SHANGHAI	DELHI Capt. G. W. Gordon, R.N.R.	About 7th July	Freight and Passage.
LONDON via Usual Ports of Call	DELTA Capt. B. W. H. Snow	Noon, 9th July	See Special Advertisement.
SHANGHAI, TAKU, NA- GASAKI, MOI, KOBE and YOKOHAMA	CANDIA Capt. W. B. Hickey	About 11th July	Freight only.

For further Particulars, apply to

B. A. HEWETT,  
Superintendent

Hongkong, 1st July, 1910.

# CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
HAIGON	"TIENSIN"	On 1st July, 4 P.M.
AMOI, CHEU & LOILO	"KAIFONG"	On 2nd July, 3 P.M.
SHANGHAI	"FOOCHOW"	On 4th July, 4 P.M.
HAIPHONG	"CHIEH"	On 5th July, 10 A.M.
SAMARANG & SOERABAYA	"SHANTUNG"	On 6th July, 4 P.M.
CHEFOO & TIENSIN	"KUEICHOW"	On 7th July, 4 P.M.

MANILA, ZAMBOANGA, THUR-  
DAY ISLAND, COOKTOWN,  
CAIRNS, TOWNSVILLE, BRIS-  
BANE, SYDNEY & MELBOURNE

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light  
throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried.  
REDUCED FARES, Cargo booked through for all Australian, New Zealand and  
Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior  
Passenger accommodation with Electric Light throughout and Electric Fans in the State-  
rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN,"  
"CHINUA" and "LINAY") with excellent accommodation, Electric Light throughout  
and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai  
direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze  
and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY  
Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY  
Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of  
transhipment at Woosung.

FARE, 345 SINGLE and 880 RETURN.

For Freight or Passage apply to—

Hongkong, 1st July, 1910.

BUTTERFIELD & SWIRE,  
AGENTS.

# INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"KWONGSANG" Friday, 1st July, Noon.	
SHANGHAI, KOBE & MOI	"NAMSANG" Friday, 1st July, Noon.	
MANILA	"YUENSANG" Saturday, 2nd July, 3 P.M.	
TIENSIN via SWATOW, WEI-	"CHEONGSHING" Sunday, 3rd July, 11 Light	
HAIPHONG & CHEROO	"FOOKSANG" Wednesday, 5th July, Noon.	
SINGAPORE, PENANG & CALCUTTA	"LOONGSANG" Friday, 8th July, 4 P.M.	
MANILA		

## RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUEISANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for  
Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout  
with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chaofo, Tientsin & Newchwang.

Telephone No. 215, Sui. Exh. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,

Hongkong, 1st July, 1910.

GENERAL MANAGER

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid  
Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIYANG"	Capt. A. E. Hodgins	SATURDAY, 2nd July, at 10 A.M.
"HAIKONG"	Capt. W. C. Passmore	TUESDAY, 5th July, at 10 A.M.
"HAIKAN"	Capt. J. W. Evans	FRIDAY, 8th July, at 10 A.M.

## FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIMUN"	Capt. A. H. Stewart	SATURDAY, 2nd July, at 10 A.M.
		WEDNESDAY, 6th July, at 10 A.M.

\* The s.s. "Haiyang" will not call at Swatow.  
Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).  
During the Months of July, August and September, a Special Reduction of 20% on  
Fares to Fochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 1st July, 1910.

# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

# RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG &amp; VLADIVOSTOK.

# SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
COPENHAGEN and BALTIC PORTS	"NIPPON"	First half of July.
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	End of July.
COPENHAGEN and BALTIC PORTS	"INDIEN"	End of August.

For Further Particulars apply to

Hongkong, 27th June, 1910.

MELOCHERS & CO.,  
AGENTS.

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA,  
HONOLULU, MANZANILLO and SALINA (Cruz) (Mexico).

STEAMERS	TONS	SAILING DATE.
S.S. KIYO MARU	17,200 tons gross	Sail Aug. 24th, at Noon.
S.S. BUJO MARU	10,500 "	" Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	" Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910.

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATE.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO and PORT SAID	AKI MARU Capt. K. Nomura MISHIMA MARU Capt. A. B. Mages KAGA MARU Capt. M. Hagino	7,000 9,000 7,000	WEDNESDAY, 6th July, at Daylight WEDNESDAY, 20th July, at Daylight WEDNESDAY, 3rd Aug., at Daylight
VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Horiuchi	7,000	SATURDAY, 16th July, from Kobe.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOI, KOBE, YOKKAICHI and SHIMIZU YOKOHAMA	INABA MARU Capt. K. Kawanu TAMBA MARU Capt. K. Sato	7,000 7,000	TUESDAY, 19th July, at 4 P.M. TUESDAY, 18th Aug., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sokuu NIKKO MARU Capt. M. Yagi	5,000 6,000	FRIDAY, 6th July, at Noon. FRIDAY, 5th Aug., at Noon.
SHANGHAI, MOI and Kobe	WAKASA MARU Capt. N. Nielsen	7,000	WEDNESDAY, 6th July.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	5,000	WEDNESDAY, 6th July, at Noon.
Kobe and YOKOHAMA	ATSUTA MARU Capt. Wm. Thompson	9,000	THURSDAY, 7th July, at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO	HAKATA MARU Capt. A. Mooker	7,000	TUESDAY, 12th July.

# CHEAPEST SUMMER RATES

BETWEEN

## HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st &amp; 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Optica of rail between Calling Ports in Japan.

\* Fitted with New System of Wireless Telegraphy. † Cargo only. \* Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States,  
Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC  
RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki  
and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's  
Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 23rd May, 1910.

T. KUSUMOTO,  
MANAGER

# CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 9th July, Noon.
RUBI	2540	A. Fraser	Manila	On 16th July, Noon.

For Freight or Passage apply to

Hongkong, 27th June, 1910.

SHEWAN TOMES & Co.,  
General Managers.

# HAMBURG-AMERIKA LINIE

HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO.

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British  
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,  
Levantine, Black Sea and Baltic Ports,  
and all North and South American Ports  
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to  
Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

HOMeward.

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	FOR MANZANILLO, HAVRE & HAMBURG:
S.S. MECKLENBURG 1st July.	S.S. WESTPHALIA 5th July.
S.S. SCANDIA 14th July.	S.S. ARABIA 20th July.
S.S. SAIGONIA 28th July.	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SPEZIA 12th Aug.	S.S. SITHONIA 22nd July.
S.S. ALESIA 26th Aug.	FOR MANZANILLO & HAMBURG:
S.S. AMBRIA 8th Sept.	S.S. MECKLENBURG 3rd Aug.
	FOR HAVRE, ROTTERDAM & HAMBURG:
	S.S. BRANILIA About middle of Aug.
	FOR HAVRE & HAMBURG:
	S.S. SCANDIA 17th Aug.

Further Particulars, apply to—

Hongkong, 20th June, 1910.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE	ON OR ABOUT
TJILIWONG	JAVA	Second half of June	SHANGHAI	Second half of June
TJIMAH	JAVA	First half of July	JAPAN	First half of July
TJILATJAP	JAPAN	First half of July	JAVA	First half of July
TJIKINI	JAVA	Second half of July	SHANGHAI	Second half of July
TJIPANAS	JAVA	Second half of July	JAPAN	Second half of July
TJIBODAS	JAVA	Second half of July	SHANGHAI	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for  
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports  
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.  
Hongkong, 20th June, 1910.

Telephone No. 375.

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# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE AND PUGET SOUND  
RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.  
(The only direct train service, without transshipment, also shortest  
and fastest route, from the Pacific Coast to Chicago). Taking  
cargo on through Bills of Lading to all Overland Common Points  
in the U.S.A. and Canada, also to the principal ports in Mexico,  
Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via KEELUNG, MOI, KOBE and YOKO- HAMA	"SEATTLE MARU" Capt. T. Saito "CHICAGO MARU" Capt. I. Goto	6,182 6,182	WEDNESDAY, 13th July, at Noon. WEDNESDAY, 10th Aug., at Noon.

The Co.'s Newly Built Steamers have fast speed. Superior accommodation for storage  
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low  
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention  
given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW & AMOI	"DAIGI MARU" Capt. M. Murayama	SUNDAY, 3rd July, at 10 A.M.
ANPING via SWATOW & AMOI	"JOSHIN MARU" Capt. Y. Yamamoto	WEDNESDAY, 6th July, at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to  
Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class  
Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local  
Branch Office, at Second Floor, No. 1, Queen's Buildings.

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T. ARIMA,  
MANAGER

# THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS

SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS for the OBERAMMERGAU PASSION

PLAYS of 1910, AND THE ANGLO-JAPANESE EXHIBI-

TION of 1910.

Head Office for the Far East—

16, DES VŒUX ROAD,  
HONGKONG.Japan Office:  
32, WATER STREET,  
YOKOHAMA.

662]

"THE BEER THAT'S BREWED TO SUIT THE CLIMATE."

# O. B. BEER

## GUARANTEED ABSOLUTELY PURE.

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST

SCIENTIFIC METHODS.

\$12.00 PER CASE.

THE BEST AND MOST WHOLESOME TONIC IS

# BOCK BEER

TAKEN WITH YOUR MEALS

\$14.00 PER CASE.

FROM YOUR DEALER OR FROM THE

# ORIENTAL BREWERY, LTD.

55 &amp; 57, DES VŒUX ROAD.

[57]

**HUGO C. A. FROMM,**

HONGKONG: 4, QUEEN'S BUILDING, TOP FLOOR. TELEPHONE 960.

**IMPORT SAMPLE****SHOWROOMS**

OF BRITISH, GERMAN, FRENCH, DUTCH AND AUSTRIAN

**PIECE GOODS AND SUNDRIES.**

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**POST OFFICE NOTICE**

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Mails from EUROPE via SIBERIA:—

Date of Despatch from London.	Date due in Hongkong.	Vessels.
10th & 11th instant.	Sunday next.	Chonan.

The Ernest Simons, with the French mail of the 3rd inst., will leave Saigon on Friday, the 1st July, at 10 a.m., and may be expected here on or about Monday, the 4th July, at daylight.

FOR	PER	DATE.
Swatow, Amoy, Foochow and Shanghai	Choshun Maru	Friday, 1st, 9.00 A.M.
Swatow and Shanghai	Glenog	Friday, 1st, 10.00 A.M.
Swatow and Shanghai	Kuonang	Friday, 1st, 11.00 A.M.
Shanghai, Kobe and Moji	Namsang	Friday, 1st, 11.00 A.M.
Haiphong	Mathilde	Friday, 1st, 11.00 A.M.
Kobe and Yokohama	Mechonberg	Friday, 1st, 11.00 A.M.
Singapore, Penang and Colombo	Simla	Friday, 1st, Noon.
Macao	Sui Tai	Friday, 1st, 1.15 P.M.
Singapore, Colombo and Bombay	Tosa Maru	Friday, 1st, 3.00 P.M.
Saigon	Vientein	Friday, 1st, 3.00 P.M.
Sourabaya	Shinshoku Maru	Friday, 1st, 4.00 P.M.
Amoy and Foochow	Shenck	Friday, 1st, 4.00 P.M.
Singapore, Penang and Calcutta	Haiyang	Saturday, 2nd, 9.00 A.M.
	C. Apcar	Saturday, 2nd, 10.00 A.M.

KEELUNG, SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, SHIMIZU, YOKOHAMA, HONOLULU &amp; SAN FRANCISCO SIBERIAN MAIL TO EUROPE...

Mongolia ...

Macao ...  
Manila ...  
Swatow ...  
Amoy, Cebu and Iloilo ...  
Swatow, Weihaiwei, Chefoo and Tientsin ...  
Swatow, Amoy and Tientsin ...  
Moji, Nagasaki, Kobe, Yokohama and Portland ...  
Shanghai ...  
Haiphong ...  
Swatow, Amoy and Foochow ...  
Keelung, Shanghai, Moji, Kobe, Yokohama, Victoria, Vancouver and Tacoma ...Sui Tai ...  
Yuenang ...  
Haimun ...  
Kafong ...  
Cheongching ...  
Daigai Maru ...  
Selja ...  
Fochow ...  
Chihli ...  
Hatching ...  
Kumerio ...

EUROPE, &amp;c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Armand Belic ...

Singapore, Penang and Colombo ...  
Swatow ...  
Singapore, Penang and Calcutta ...  
Nagasaki, Kobe and Yokohama ...  
Samarang and Sourabaya ...  
Chefoo and Tientsin ...  
Swatow, Amoy and Foochow ...  
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle ...Aki Maru ...  
Haimun ...  
Fukko Maru ...  
Shantung ...  
Kueichow ...  
Haitan ...

KEELUNG, SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU, AND SAN FRANCISCO SIBERIAN MAIL TO EUROPE...

Tenyo Maru ...

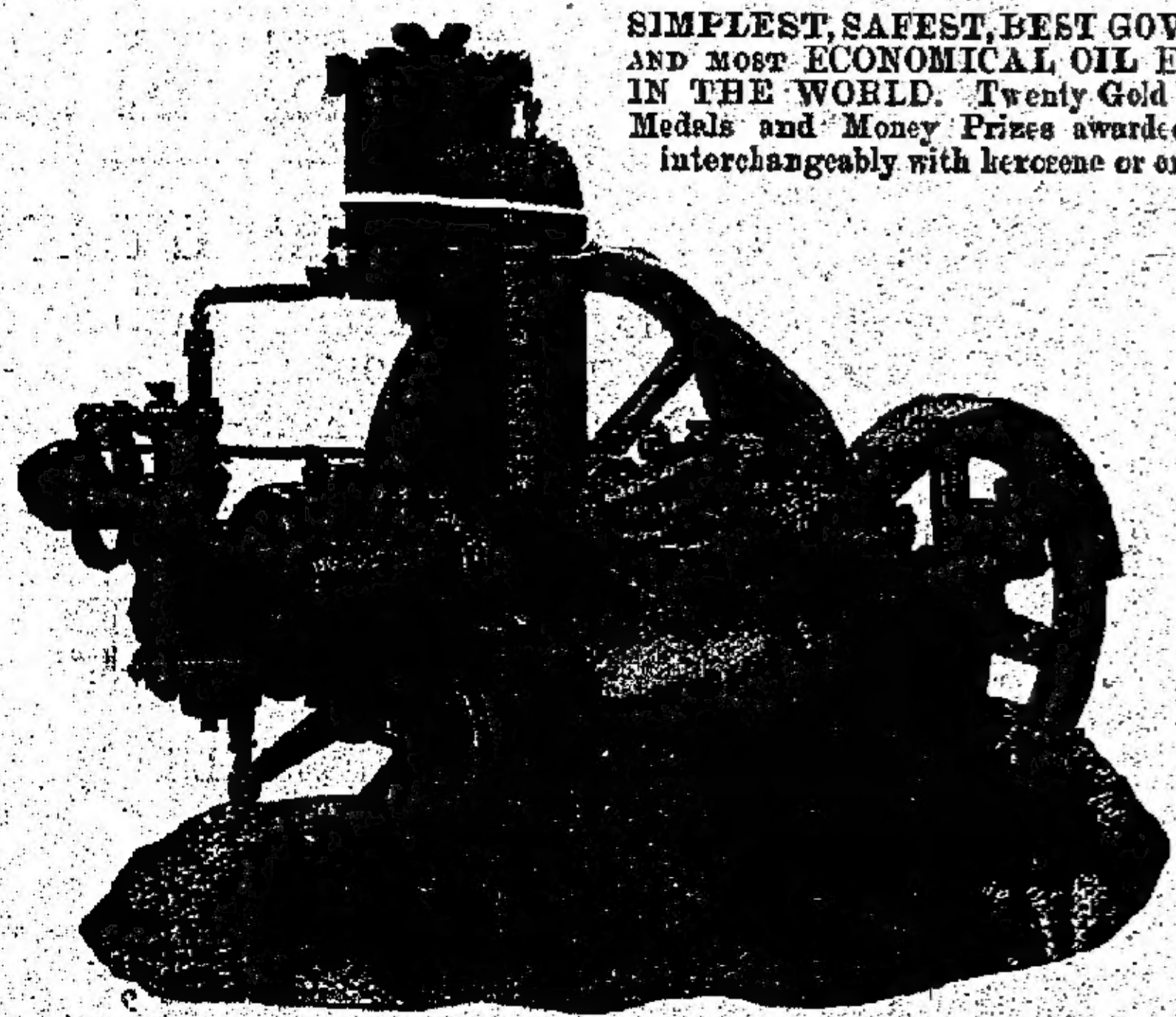
Manila ...  
EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) The Parcel mail will be closed on Friday, 8th inst. at 5 p.m.Zafiro ...  
Delta ...

Manila, Angkor, Yap, Maraca, Friedrich Wilhelmshafen, Rabaul, Herbertshöhe, Matupi, Brisbane, Sydney, Hobart, Newcastle, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle

Coblenz ...

**PETTER OIL ENGINES**

SIMPLEST, SAFEST, BEST GOVERNED, AND MOST ECONOMICAL OIL ENGINES IN THE WORLD. Twenty Gold and Silver Medals and Money Prizes awarded. Work interchangeably with kerosene or crude oil.



Size 1 1/2 to 50 H.P. Prices for "Handy-Man" Series from \$500

WILLIAM JACK &amp; CO., LTD., 14, Des Voeux Road, Hongkong.

SOLE AGENTS FOR SOUTH CHINA

[40]

**CONSTANT GROWTH**

Signifies

**CONSTANT MERIT****"The Garrick"**

Tobacco and Cigarettes

Hold the Confidence of their Smokers.

SOLD EVERYWHERE

**BRITISH-AMERICAN TOBACCO CO., LD.****SHARE LIST—QUOTATIONS.**

HONGKONG, JUNE 29th, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$945, sales
National Bank of China, Limited	99,925	47	25	\$289.10
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$9, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$10, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$11, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$8, sellers
<b>COTTON MILLS.</b>				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 122
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$6, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 62
Loan-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240
<b>DAIRY FARM COMPANY, LIMITED</b>	40,000	\$74	\$5	\$19
<b>DOCK AND WHARVES.</b>				
Hong & Kowloon Wharf & G. Co., Ltd.	40,000	\$50	all	\$57, sellers
Hongkong and Whampoa Dock Co., Ltd.	60,000	\$57	all	\$51, sellers
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 78
Shanghai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	Tls. 100	Tls. 118
<b>ERWICK &amp; CO., LIMITED</b>	18,000	\$25	\$25	\$10, sellers
<b>GREEN ISLAND CEMENT CO., LIMITED</b>	400,000	\$10	\$10	\$7, sal. & sel.
<b>HONGKONG AND CHINA GAS CO., LIMITED</b>	7,000	\$10	all	\$205
<b>HONGKONG ELECTRIC CO., LIMITED</b>	60,000	\$10	\$10	\$20
<b>HONGKONG HOTEL COMPANY, LIMITED</b>	12,000	\$50	\$50	\$107, sellers
<b>HONGKONG ICE COMPANY, LIMITED</b>	8,000	\$25	all	\$83, sellers
<b>HONGKONG ROPE MANUFACTURING CO., LIMITED</b>	60,000	\$10	all	\$20, sales
<b>INSURANCE.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$177, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$114, sellers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$87.5
Hongkong Fire Insurance Co., Limited	9,000	\$250	\$50	\$350, sellers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 110
Union Insurance Society, Limited	12,400	\$250	\$100	\$220, sales
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$200
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$100, sales
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$81, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$33, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 109
West Point Building Co., Limited	12,500	\$50	\$50	\$39, sal. & sel.
<b>MINE.</b>				
Scott's Francisco des Charbon du Tonkin	16,000	Pcs. 250	all	\$625
Bomb Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$7, sales
Peak Tramways Co., Limited	25,000	\$10	all	\$14
Philippine Co., Limited	50,000	\$10	\$1	\$150, buyers
<b>REFINERIES.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$168
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$26, sellers
<b>ROBINSON FINE CO., LIMITED</b>	4,000	\$50	\$50	\$50, sellers
<b>STEAMSHIP.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$7, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$51, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	60,000	\$15	\$15	\$28, sales
Indo-China Steam Navigation Co., Ltd.	60,000 def.	\$5	all	66
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	104
Star Ferry Company, Limited	10,000	\$10	\$10	\$24, sellers
South China Morning Post Limited	10,000	\$10	\$5	\$14, sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$25, buyers
<b>STORES AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, sellers
Watkins, Limited	15,000	\$7	\$7	\$3, sellers
A. S. Watson & Co., Limited	10,000	\$10	\$10	\$3, buyers
Weissmann, Limited	90,000	\$10	\$10	\$10, buyers
<b>United Asbestos Oriental Agency, Limited</b>	9,900 ordy.	\$10	\$4	\$113, sellers
<b>Union Waterbest Co., Limited</b>	100 shares	\$10	\$10	\$300
<b>RUBBERS.</b>				
Singapore and Johore	—	—	—	\$19 (Str.)
Balgonies	—	—	—	\$20 (Sta.)
Pagosa	—	—	—	\$43 (Sta.)
Aligara	—	—	—	29/6
Anglo-Malays	—	—	—	12/6
Castelfields, fully paid	—	—	—	136/1
Highlands and Lowlands	—	—	—	8/- prem.
Kanunings	—	—	—	—
Kuala Lumpur	—	—	—	—
Ledbury's	—	—	—	90/-
Linggis	—	—	—	61/6
Saponga	—	—	—	—
Shelfords	—	—	—	—
Sungei Kapar	—	—	—	—
United Siam	—	—	—	132/6
Bukit Kajang	—	—	—	33/- prem.
Eastern and International	—	—	—	6/6
London Ventures	—	—	—	7/6
Sumatra Paras	—	—	—	110/-
Marlsmans	—	—	—	—
Batu Tigas	—	—	—	—

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1885	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON &amp; SMYTH, Share Brokers.

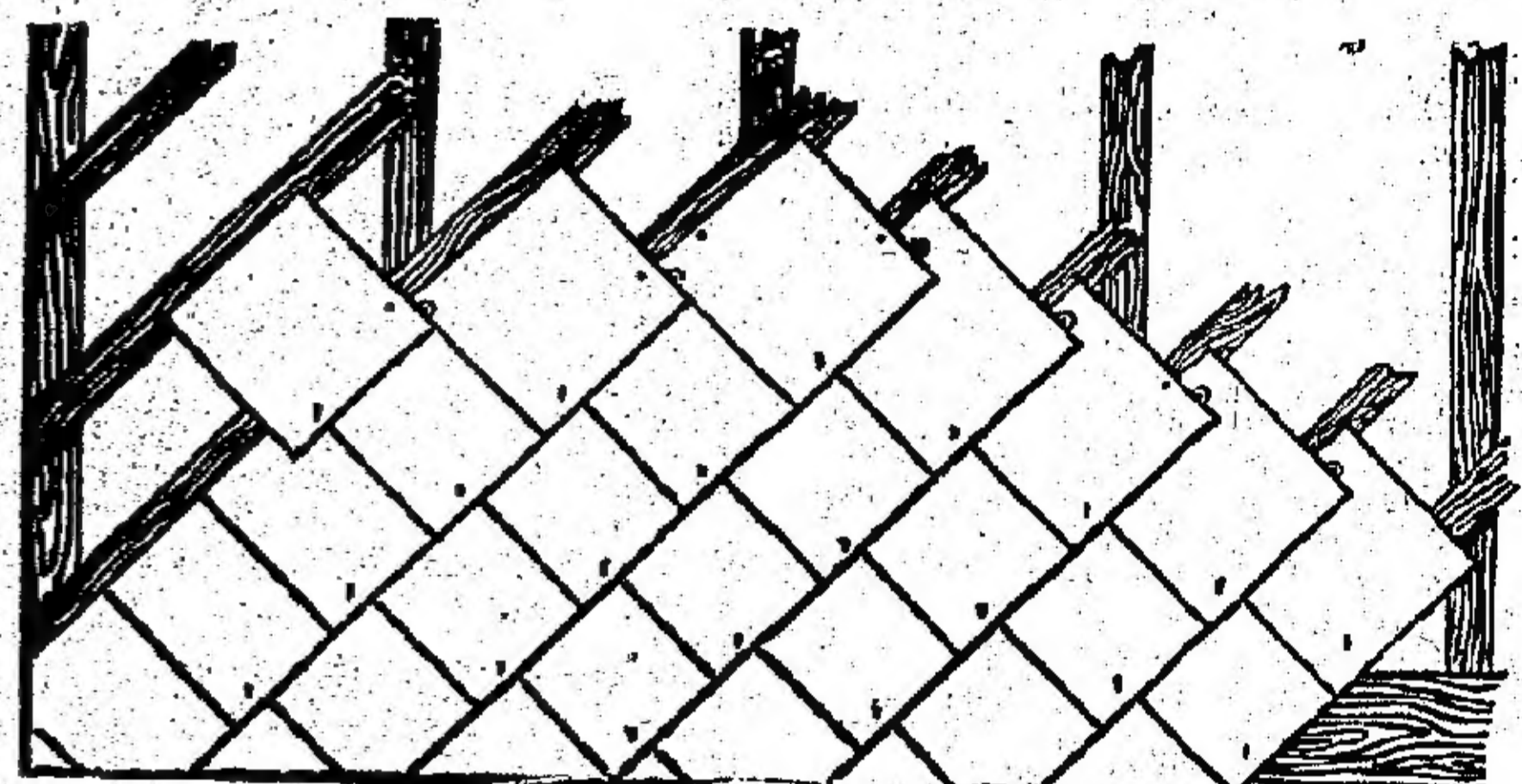
**COMMERCIAL.**

EXCHANGE CLOSING QUOTATIONS.

ON LONDON:—	June 30th.
Telegraphic Transfer	1/3
Bank Bills, on demand	1/3
Bank Bills, at 30 days' sight	1/3
Bank Bills, at 4 months' sight	1/3
Jedite, at 4 months' sight	1/3
Documentary Bills 4 months' sight	1/3
ON PARIS:—	
Bank Bills, on demand	225
Credits, at 4 months' sight	229
ON GERMANY:—	
On demand	1822
ON NEW YORK:—	
Bank Bills, on demand	431
Credits, at 60 days' sight	441
ON BOMBAY:—	
Telegraphic Transfer	1333
Bank, on demand	134
ON CALCUTTA:—	
Telegraphic Transfer	1333
Bank, on demand	134
ON SHANGHAI:—	
Bank, at sight	741
Private, 30 days' sight	751
ON YOKOHAMA:—	
On demand	871
ON MANILA:—	
On demand	871
ON SINGAPORE:—	
On demand	871
ON BATAVIA:—	
On demand	871
ON HAIPHONG:—	
On demand	871
ON SAIGON:—	
On demand	871
ON HONGKONG:—	
On demand	871
SOVEREIGNS, Bank's Buying Rate	\$1115
GOLD LEAF, 100 fine, per tael	\$58.30
SILVER, per oz.	24 1/2

**SUBSIDIARY COINS.**

Chinese	20 cents pieces	per cent
Chinese	10	\$7.48 discount
Hongkong	20	\$7.25
Hongkong	10	\$7.67



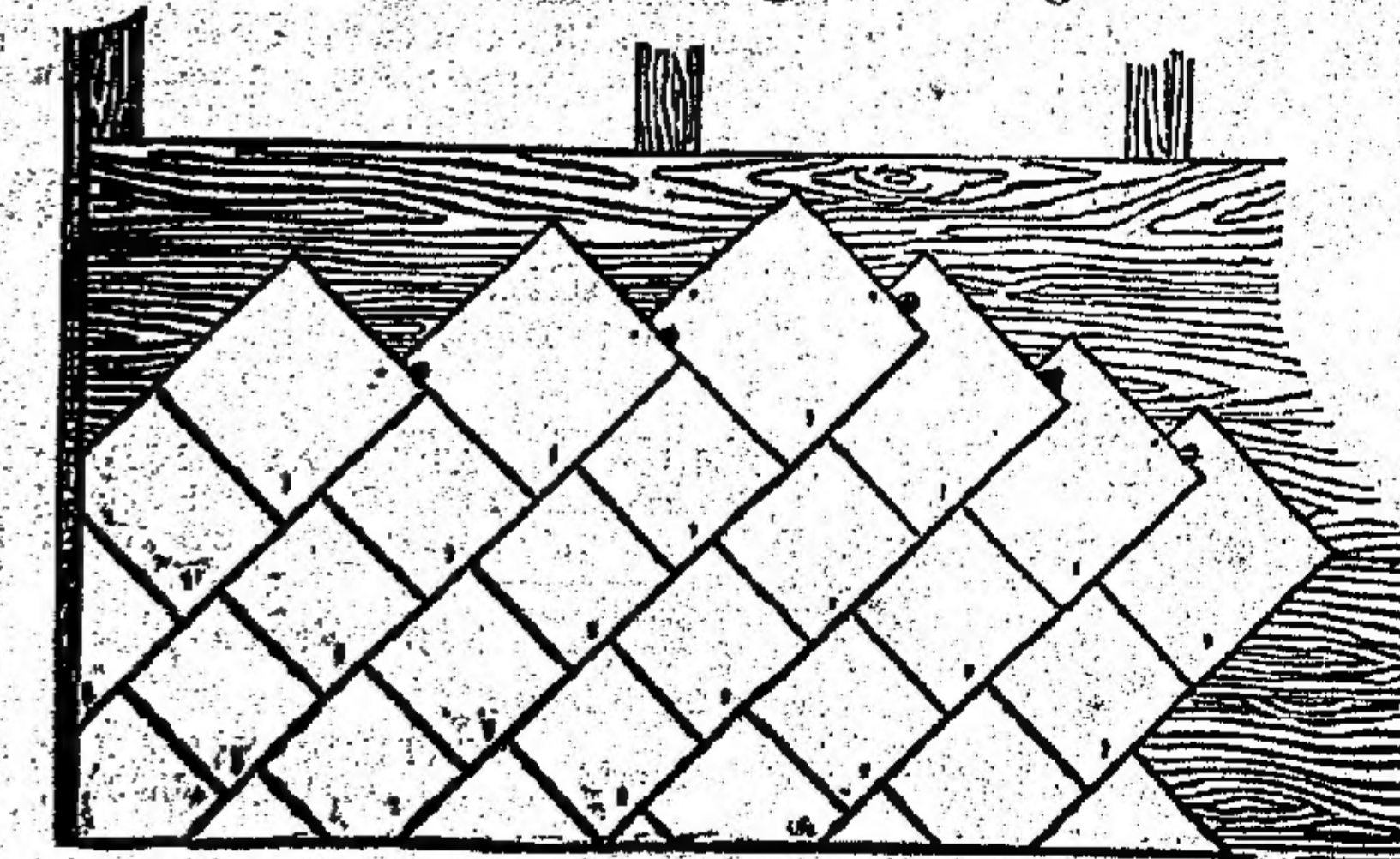
JUST THE ROOFING MATERIAL REQUIRED IN HONGKONG.

**ASBEST-CEMENT PLATES "DURABILITY"**

HAVE THE FOLLOWING ADVANTAGES:—

Considerable and lasting elasticity.  
Extraordinary firmness and resisting power against pulling, pushing or punching.  
Absolutely weather and fire resisting and perfectly waterproof.  
Perfectly even surface.  
Non-heat-conducting.  
Very small specific weight.  
Lighter than any other material.  
Does not crack or lose its colour.  
Very pleasing appearance.  
**EASILY AND QUICKLY LAID,** a hammer being the only tool required.

On account of the special system of fixing the plates, they will stand the heaviest storms without the slightest damage.



A miniature sample roof, covered with the material, may be seen at our Office.

May also be used for a variety of other purposes, such as Ceilings, coverings of walls, tiling round ovens and stoves, floorings, and particularly to cover the walls of Hospitals, Barracks, Schools, etc.

For Prospectus, samples and all other information, apply to the Agents,

**SIEMSEN & CO.**  
(Machinery Dept.), Hongkong.**OPIUM.**

June 23rd.

Malwa New	42,100/2,130 per picul.
Malwa Old	\$2,140/2,160
Malwa Older	\$2,170/2,220
Malwa V. Old	\$2,210/2,250
Persian fine quality	\$1,400/1,500
Persian extra fine	\$2,200
Patna New	\$1,900 per chest.
Patna Old	\$1,930
Benares New	\$1,900
Benares Old	\$1,900

VISITORS TO CANTON, Should Purchase "FROM HONGKONG TO CANTON, BY THE PEARL RIVER."

BY CAPTAIN C. V. LLOYD.  
With Illustrations, Maps and Plans.  
Price ... \$1.75  
On Sale at—  
Hongkong: "DAILY PRESS" Office.  
Messrs. KELLY & WALES.  
Patna: Messrs. BREWSTER & CO.  
Canton: Messrs. A. S. WATSON & CO.  
Hongkong, 4th October, 1909.

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